

**1/6** EVERY FRIDAY

# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

## IN THIS ISSUE

THE 750 CLUB'S SIX-HOURS  
RELAY RACE AT SILVERSTONE

THE PUNCH WITHOUT  
THE KNOCK

THE SPORT IN THE STATES

JOHN BOLSTER—RUSSELL  
LOWRY—P. S. de BEAUMONT  
—BERT HOULDING, JNR.

Vol. 3. No. 9.  
August 31, 1951







## STILL WINNING

Following closely on the successes of Godfrey Imhof in the Alpine Rally and Tom Cole in the Leinster Trophy Race came these very favourable results:—

### IBSLEY RACES

**ALLARD J.2., Driven by Sydney Allard**  
**WON Unlimited Sports Car Class**

Another ALLARD J.2. (Ken. Watkins)  
2nd in Unlimited Sports Car Class

### EVIAN-MONT BLANC RALLY

**ALLARD J.2., Driven by Cyril Wick**

**WON Clarkson Cup**  
(Best British Performance)

**WON Unlimited Class**

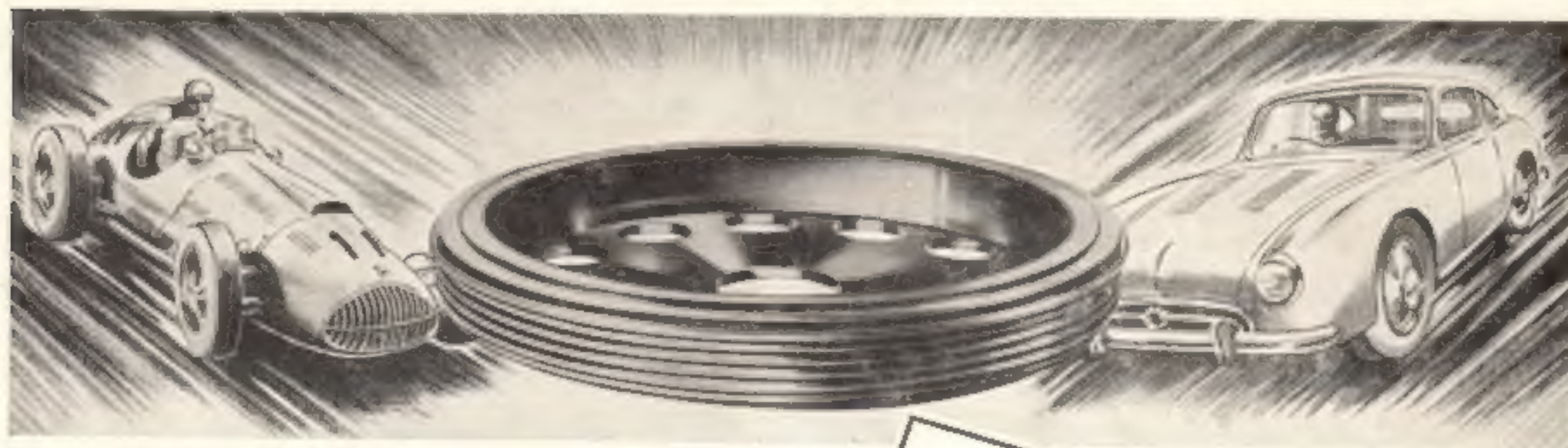
**WON Megave Hill-Climb**  
(Beat record by 4 seconds)

**ALLARD MOTOR CO. LTD., 24-28 CLAPHAM HIGH STREET, LONDON, S.W.4**

'Phone: Macaulay 3201

'Grams: Almotco, Clapcom, London

Cables: Almotco, London



# ALFIN

**BONDED LIGHT ALLOY BRAKE DRUMS**

were fitted to all these winning cars.

## WELLWORTHY

**'The Choice of the Experts'**

**WELLWORTHY PISTON RINGS LTD · LYMINGTON · HANTS**

### **COUPES DES ALPES, 1951**

1st Frazer-Nash - 2000 c.c. Class  
- E. Winterbottom/G. A. Duff  
Tie } Aston Martin - 3000 c.c. Class  
1st } Healey - T. H. Wisdom/Mrs. Wisdom  
- E. Wadsworth/C. Corbishley  
2nd Allard - over 3000 c.c. class  
- A. G. Imhof/R. W. Robertson  
(Subject to Official Confirmation)



# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 9.

August 31, 1951

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## NOTICES

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## EDITORIAL

THE news that B.R.M. have finally come to terms with Stirling Moss for the 1952 season will come as a great relief to thousands of enthusiasts all over the world. It is also reported that Bourne has offered Moss a wheel for Barcelona on 28th October this year. Everyone interested in the sport of motor-racing realized that there was a real danger of this brilliant young driver being snapped up by one of the Continental teams. Enzo Ferrari has made a strong bid for his services, and it is more than likely that Moss will handle an experimental 2-litre in this Sunday's Formula 1 race at Bari.

Possibly the Ferrari angle did speed up negotiations between B.R.M. and Moss, but it would have been something of a major disaster if Bourne had left it too late. The inclusion of Moss in the team will do a great deal to convince the racing world that B.R.M. mean business, and that the marque will be strong challengers in all forthcoming *grandes épreuves*.

• • •

WHAT an excellent event last Saturday's Six-Hours Relay Race was! Designed primarily for the benefit of the average club-member-competitor, it was appreciated by the crowd as providing a first-class opportunity of comparing the performances of various types of motor-car, and also the driving ability of the competitors. There is little doubt that the 750 Club's event is here to stay, and that not only inter-marque, but inter-club rivalry will increase year by year.

This naturally raises the question of where it will be staged next time if Silverstone is not available. AUTOSPORT is convinced that this event could be run successfully on practically any of the airfield circuits at present in use. Let us hope, however, that the success of this race does not result in a spate of similar events, otherwise interest will rapidly decline. It should be sufficient that it is recognized as an annual club affair taking the place of the pre-war event organized at Brooklands by the now-dormant Light Car Club.

• • •

THE strange puzzle of the £10 tax continues. Why owners of elderly vehicles should be heavily penalized because (a) they are unable to obtain a new car, or (b) they prefer pre-war machinery anyway, is incomprehensible to everyone with the apparent exception of the Government. This £10 flat rate should be made applicable to every motor-car immediately, and if owners paying the heaviest rate of duty were to write to their M.P. complaining, something might be done to rectify the injustice.

## OUR COVER PICTURE

DRIFT: Duncan Hamilton and his Lago Talbot in that most-discussed aspect of handling a racing car—the full four-wheel drift.



# Pit and Paddock



**C**ONTINENTAL Cars Ltd., Send, Surrey, will probably exhibit the latest sports "1,100" and 1½-litre Porsche models at Earls Court.

**S**TIRLING MOSS is expected to run at Bari with the new 4-cylinder, 2-litre "Featherweight" Ferrari. The car is said to give 180 b.h.p. and have a dry weight of around 8 cwt.

**C**HARLES LYTLE, well-known U.S.A. historian and motor-racing photographer, has been on a visit to Europe. Says his greatest thrill was being whizzed round Nürburgring by Herr Uhlenhaut in the new sports, 3-litre Mercedes.

**D**. M. BLACK, 24 Flamborough Road, Bridlington, is anxious to communicate with the owner of a "Tiger 100" motor-cycle, from Dollar, Scotland, who was chatting with him at Rufford corner during the Gamston Bank Holiday Meeting.

## BACK ROOM BOY



**GIULIO RAMPONI** needs no introduction to the racing fraternity. It was he who breathed on the late Dick Seaman's 1½-litre Delage in the middle-thirties. His successful career includes road and track racing, and association with Alfa Romeo technical organization.

**G**ERMAN 24 Hours sports car race, booked for the Nürburgring on 2nd and 3rd September, has been cancelled owing to lack of entries.

**H**ARD luck on Aston Martins! A factory strike has delayed production of a new open car. The well-tryed DB2 saloons will represent the marque at Dundrod on 15th September.

**F**ERRARI intend to concentrate in 1952 on the 2.6-litre, V-12 "Inter." chassis for the sports-car market. The engine is similar to that used by Rudolf Fischer in Formula 1 racing.

**J**OHNNY CLAES and Jacques Ickx had a royal reception when their Jaguar entered Liège after winning the "Liège-Rome-Liège". Thousands and thousands of people lined the streets of the ancient city and also the frontier.

**B**RITISH Jowett, driven by M. Armengoud, won the A.C. du Savoie's Rally de l'Iseran ahead of Le Roux's Peugeot and Huteau's Panhard. Prestail (M.G.) gained ninth place in general classification and third in his class.

**T**HE organizers of the Circuit de Cadours, the race held in the Haute Garonne last year in which Raymond Sommer was killed while driving a 1,000 c.c. Cooper, plan to erect a monument in memory of the famous French driver.

**21** ST SEPTEMBER issue of **AUTOSPORT** will contain full reports of the R.A.C. Tourist Trophy races, and the Italian Grand Prix at Monza.

**B.R.M.** INTENTION is to run two cars at Monza. Nominated drivers are Reg Parnell and a gentleman known as A. N. Other. This means that Reg will not be able to have his Aston Martin drive in the T.T.

**A**UTOSPORT wishes to thank the many well-wishers who sent telegrams and letters congratulating the magazine on its first anniversary. Particularly cute was one card showing a giraffe in a four-wheel-drift!

**U**P the Chain-Gang! An Irish paper, *The Evening Herald*, describes D. P. Colley as driving a Trasher-Nash at Curragh.

**C**ALIFORNIAN driver Dick van Osten set up 23 new American National class records with a stock TD M.G. at Bonneville, a couple of days after Goldie Gardner's successful runs.

**B**LOWN "500": Granville Grenfell is down to drive his new super-charged, 498 c.c. Grenfell Special in the Formula 2 category at Brighton tomorrow.

**T**ED LLOYD-JONES'S Triangle Flying Saucer has gained new honours. It is reported that many of the parts of his original Kestrel engine are at present in an aeroplane used by a member of the Royal Family.

**C**URIUSER and Curiouser: An Celderly Austin Seven seen recently on A1 bore the illuminating legend, "Alice in Cumberland—or bust!"

**D**UNCAN HAMILTON, subject of our cover picture this week, has been overwhelmed by applications following his request for an apprentice-mechanic to accompany him on Continental forays next season.



• August 31, 1951

# SPORTS- NEWS

**NOTABLE VICTORY:** Jacques Ickx, well-known Belgian motoring journalist, and Grand Prix driver Johnny Claes, after winning the arduous 3,000 miles "Liège-Rome-Liège" in their XK 120 Jaguar. This was the first time that this event has been won by a crew losing no marks.

## SCOTTISH RACE MEETING

**T**HE Scottish S.C.C.'s race meeting, which takes place tomorrow, 1st September, on a circuit at Turnberry airfield, has drawn the magnificent total of 140 entrants. The programme consists of nine races and includes events for 500s, sports cars, saloon cars, and *Formule libre* racing cars.

Entries include J.P., Cooper and Iota 500s, R. Flockhart's J.P.-Vincent twin, several Jaguars and Rileys, and examples of H. W. Alta, Alfa Romeo, Allard, etc. Special bus services to the circuit are being organized from Glasgow and Edinburgh, and a shuttle service from Ayr to Turnberry. Scottish crowds, to judge from recent Winfield and Crimond race meetings, are very large and enthusiastic; and it is hoped the Turnberry event proves equally successful.

## GARDNER RETURNS HOME

**L**IEUT.-COL. "GOLDIE" GARDNER was forced to abandon his proposed attacks on his own International Class F (up to 1,500 c.c.) records at Bonneville, after successfully establishing six International and many American National records with his Shorrock-supercharged, TD-engined M.G.

This was particularly unfortunate, as preliminary runs with the higher-booster engine seemed to indicate that new records over the shorter distances were well within the capabilities of the car. Apparently severe flooding on the salt flats damaged the delicate A.A.A. timing apparatus beyond immediate repair, and as arrangements for the return journey had been made, it was impossible to wait at Bonneville for new timing gear to be obtained, or the existing instruments repaired.



## THE TOUR DE FRANCE

**Few British Entries in 3,275 Miles Event  
which Started from Nice Yesterday**

**T**HE long-distance Tour de France for production type sports and touring cars which began at Nice yesterday (30th August) has drawn few British competitors. Of the four categories in the event, only two contain entrants from this country. In the over 3-litre class, Donald Healey and Gordon Wilkins are driving a Healey; in the 1,501 to 3,000 c.c. class, Nigel Mann and Jack Bartlett are competing with an Aston Martin, and Hewitt and Cazon are sharing a Frazer-Nash.

The entry list, which totals 123 cars, is preponderantly French, but G. and J. d'Oliveira of Portugal have an M.G., Loevenbruck of Belgium a Simca, a number of Porsches and Volkswagens are entered, while di Stefano and Ercole (Alfa Romeo), and one or two Lancias are representing Italy. Many French-owned Jaguars are taking part, and prominent amongst "home" defenders are Gautruche (Citroën), Schell (Ferrari), Mme. Simon (Ferrari) and Chinetti and Lucas (Ferrari). Roy Clarkson had entered his Ferrari, but was unable to get it back from Modena in time to start.

The 750 c.c. category ought to see a fierce struggle between the "sprint" Dyna Panhards, and the Renaults, some of them the Le Mans type.

Total distance of the event is 5,239 kilometres (about 3,275 miles). The first stage, from Nice to Luchon in the Pyrenees, was 736 km. Today, the cars are negotiating the passes of Peyresourde, Aspin and Tourmalet and then back to Luchon. During the night of Saturday and Sunday, the competitors will travel to La Baule via Paris (1,621 km.). The next stage is from La Baule to Ostende, via Deauville and Boulogne (731 km.). Wednesday will see a timed flying kilometre on the Jabbeke-Aeltre motor road near Ostend. Following this, cars move on to Vittel (619 km.) with a five-kilometres speed test on part of the G.P. circuit at Rheims.

On Saturday, 8th September, the cavalcade makes for Geneva (679 km.), and on Sunday there will be speed trials on the Cointrin airfield. The final stage is from Geneva to Nice (603 km.) including the passes of Galibier, Vars, Allos and Turini, with a timed hill-climb at La Turbie.

During the event, no tyre changes are permitted other than from the maximum number of two spare wheels.

Results of special tests will be worked out on a formula basis according to engine capacity, only the La Baule test being a scratch competition.



## THE R.A.C. TOURIST TROPHY

### Provisional Entries

THE provisional entry list for the R.A.C. T.T. on the Dundrod circuit on 15th September shows a total of 40 acceptances from the dozens of applications. A formidable contender, from the handicap point of view, will be G. Trouis in a 747 c.c. D.B.-Panhard, sole entry in the under 1,100 c.c. category. The 1,500 c.c. class will see an M.G.-Jowett battle with spice added in the shape of a Cooper and a couple of Lesters, all Abingdon-powered.

Frazer-Nashes dominate the 2-litre category, with a Ferrari and a Connaught to dispute the issue. A 2.6 Ferrari and a Silverstone Healey

face a nap hand of DB2 Aston Martins in the 3-litre section. In the unlimited class, the trio of works XK 120C Jaguars and an XK 120 are faced by four Allards (two Chrysler, one Cadillac and one Ardun) and a pair of 4.1-litre "America" Ferraris.

#### Up to 1,100 c.c.

D.B.-Panhard, 747 c.c., G. Trouis.

#### 1,101-1,500 c.c.

Simca, 1,496, Baron de Barry.

TD M.G., 1,250, Ted Lund, Dick Jacobs, George Phillips, George Hartwell, B. McAldin.

Jowett, 1,486, Tommy Wise, Bert Hadley, Tommy Wisdom, W. J. Skelly.

Cooper-M.G., 1,250, Jack Reece.

Lester-M.G., 1,467, Harry Lester, Jim Mayers.

#### 1,501-2,000 c.c.

Frazer-Nash, 1,971, Donald Pitt, Eric Winterbottom, Norman Culpan, David Clarke, R. F. Peacock, Bob Gerard.

Ferrari, 1,995, Luigi Chinetti.

Connaught, 1,766, W. J. E. Lee.

#### 2,001-3,000 c.c.

Aston Martin, 2,580, Brian Shawe-Taylor, George Abecassis, Peter Clark, Eric Thompson, Joe Kelly.

Ferrari, 2,562, J. Lucas.

Healey, 2,443, John Buncombe.

#### Over 3,000 c.c.

Jaguar, 3,442 XK 120C, Stirling Moss, Peter Walker, Leslie Johnson, XK 120, Jack Fairman.

Allard-Chrysler, 5,426, Sid Allard, Tom Cole.

Allard-Cadillac, 5,440, Peter Collins.

Allard-Ardun, 3,945, Ken Watkins.

Ferrari, 4,101, Eddie Hall, Robbie Baird.

Reserves, J. B. Swift, C. Murray (XK 120 Jaguars), L. Collen (1,150 M.G.).

## EIRE'S BIG ROAD RACE

### First-Class Entry for I.M.R.C.'s Curragh Event Next Week-end

ON Saturday week, 8th September, the Irish Motor Racing Club will run their Wakefield Trophy race meeting on the "Big" Curragh circuit. This event, run on a handicap basis, with separate scratch classes, has attracted a very fine entry, including some notable cars and drivers from England.

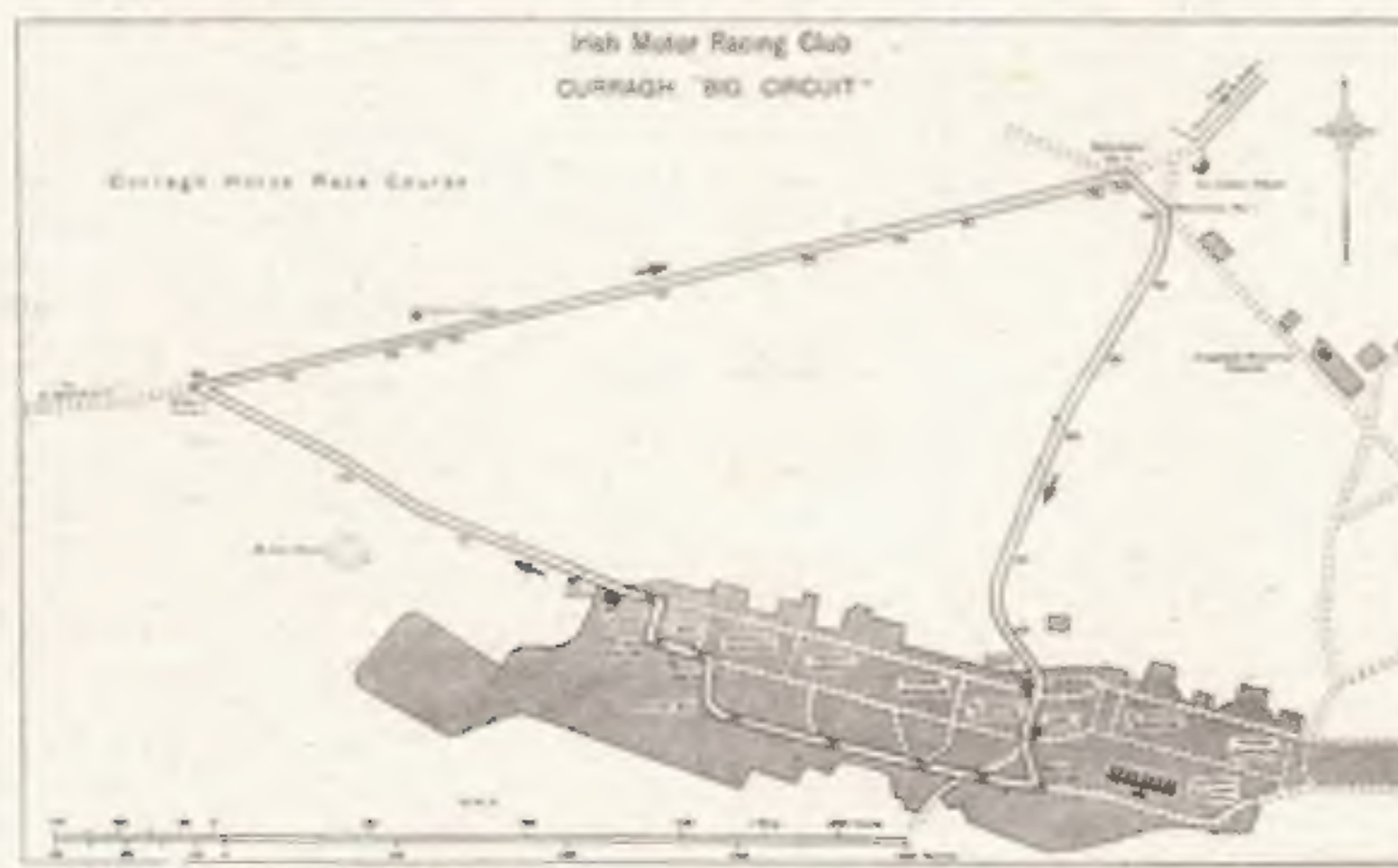
Last year's winner in a Maserati, Duncan Hamilton, is entered this time with an H.W.M., and Stirling Moss will drive a similar car. Last

year's loser by a few yards, Joe Kelly, will again be there in the same two-stage blown G.P. Alta. Anthony Powys-Lybbe, who makes a speciality of doing well in Irish races, is down to drive his Monoposto 2.9-litre Alfa Romeo. Gerry Dunham has his faithful Alvis and J. M. Hawthorne his Riley. Two Lester-M.G.s will run in the hands of J. C. C. Mayers and Pat Griffiths, and the home defenders, many of them in varied Abingdon machinery,

include J. J. Flynn, last year's Junior race winner at the Curragh, Dickie Lovell-Butt, J. Quinn's V8-engined B.M., Cahill's Iona Special and Tom Large in Joe Kelly's I.R.A.

#### WAKEFIELD TROPHY ENTRIES

Peter Clark (DB 2 Aston Martin), Stirling Moss, J. Duncan Hamilton, Oscar Moore, Tom Meyer (1,960 H.W.M.s), P. Fotheringham-Parker, Cecil Vard, Dr. W. A. H. Tinsley (Jaguar XK 120s), R. Dutt (2,640 Maserati S), W. R. Baird (1,490 Maserati S), W. J. Skelly (1,750 Lea Francis), J. C. C. Mayers, P. W. C. Griffiths (1,462 Lester-M.G.s), W. Dobson ("328" BMW), J. Kelly (1,490 Alta S), J. M. Hawthorne (1,496 Riley), R. Gallagher (499 Lopprechaun-Norton), C. F. Lindsay (1,250 Nufor), F. Smith (1,172 Ford Spl.), J. H. Webb (1,087 Turner S), M. P. Cahill (Iona Spl.), W. Leaper, E. McKeefry, J. G. Stevenson, Miss E. Ingram, M. Haslett, T. N. Preston, J. J. Flynn (TC M.G.s), B. McAldin, A. Coleman, McMillen (TD M.G.s), R. Bracewell (1,098 K3 M.G. S), S. Durbridge (1,086 M.G.), J. Gale (1,271 M.G.), R. G. Lovell-Butt (1,287 M.G. S), C. W. E. Maunsell (1,497 H.R.G.), Mrs. Joyce Howard (1,750 H.R.G.-entrant Peter Clark), A. Powys-Lybbe (2,904 Alfa Romeo S), L. G. Earl (995 Balilla Fiat), R. J. P. Corry (1,098 Cooper-J.A.P.), B. Taylor (498 Cooper-J.A.P.), H. Chambers (1,480 Vauxhall Spl.), J. L. Kearney (2,180 Graham Spl.), R. C. Willis (1,996 Frazer-Nash-BMW), J. D. Titterton (3,917 Allard J2), C. S. Porter (2,088 Morgan "Plus-Four"), Joseph Quinn (3,622 B.M.), T. Large (1,500 I.R.A. S), C. G. H. Dunham (2,500 Alvis), J. Catherwood (3,622 Bugatti-Ford), R. F. Salvadori (Frazer-Nash or Jaguar).



Scale map of the fast Curragh circuit, in Co. Kildare, which will be the scene of the Wakefield Trophy race on 8th September.



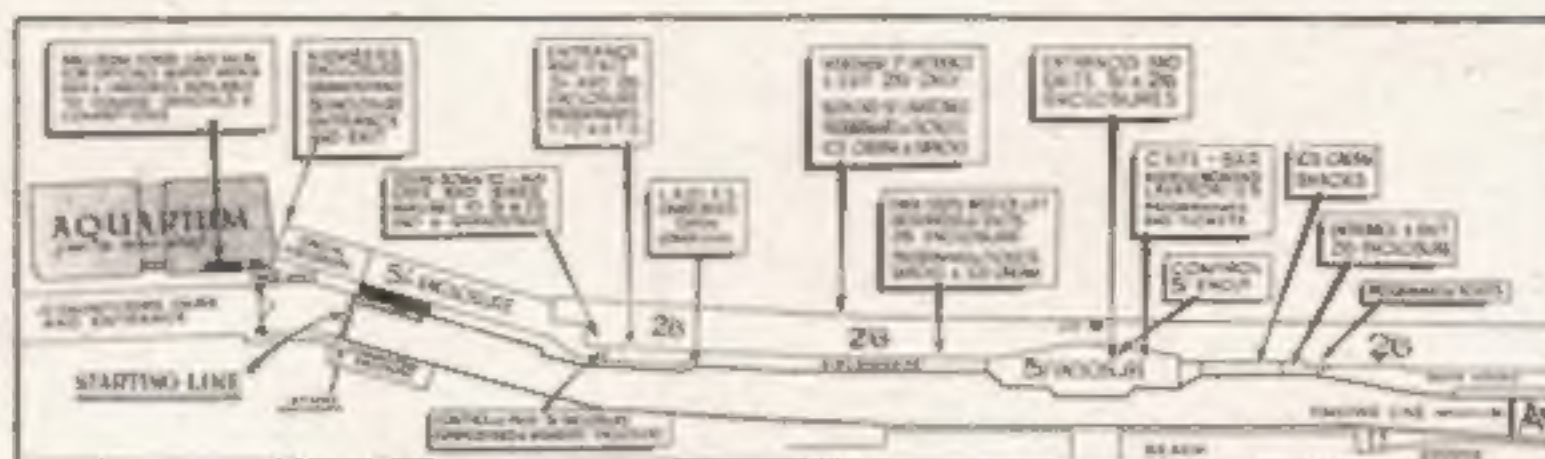
# BRIGHTON TOMORROW

191 Entries for Brighton and Hove M.C.'s Classic Speed Trials

## BRIGHTON SPEED TRIALS TOMORROW

THE Brighton and Hove M.C.'s classic Speed Trials on Madeira Drive begin tomorrow, 1st September, at 9.30 a.m., when the many sports car classes will be run off. Following a lunch interval the racing cars will begin their runs at 2 p.m.

The event this year reverts to its international status, and is marked by the introduction of three Grand Prix classes for Formula 1, 2 and 3 cars. Amongst the fastest runners will be A. J. Butterworth (Steyr-engined, four-wheel-drive A.J.B.), Dennis Poore's 3.8-litre Alfa, Ted Lloyd-Jones's R.R.-aero-engined Triangle Flying Saucer, J. Goodhew's "2.9" Alfa, Peter Stubbsfield's Bugatti, and Frank le Gallais and Syd Logan from Jersey (giving the event a touch of true "international" flavour), the former with his Jaguar rear-engined L.G.S.



Special, and the latter with his Cooper. A real international touch is provided by G. Trouis's D.B.-Panhard.

A J.B.S.-Cooper battle in the 500 class, in which notable participants are Curly Dryden, Don Parker, Alan Rippon and B. C. Ecclestone, will be augmented by Claude Tipper's Monaco, an extremely rapid  $\frac{1}{2}$ -litre machine, and always a likely class winner, and by Clive Lones's Tiger Kitten. The complete entry totals up to the formidable

Map of the Brighton course, showing public facilities.

figure of 191, and the list contains some very fine cars and drivers.

Present course record holder is Raymond Mays, who covered the standing half-mile with his famous 2-litre E.R.A., R4D in 23.86 secs. Given good conditions this record may fall tomorrow.

## HALF-LITRE CLUB "BRANDS"

ON Sunday, 9th September, the Half-Litre C.C. will hold their Members' Race meeting at Brands Hatch, the programme comprising three main events run in heats and finals. Big race of the day is the Brands Hatch Championship, to be run in seven-lap heats and a 25-lap final for the 14 fastest cars. First race is at 2 p.m.

## THE BARI GRAND PRIX

SUNDAY'S Formula 1 race at Bari Stakes on new significance with the reported entry of Alfa Romeo and Ferrari teams, plus Talbot and Maserati representation, while the nomination of Stirling Moss with one of the Ferraris—possibly the new "featherweight four", reputed to weigh only 8 cwt.—focuses special interest from this country on the race.

Alfa Romeo nominees are Fangio, Farina and probably Bonetto, Ferrari have Ascari, Villoresi and Gonzalez with  $\frac{1}{2}$ -litre cars, Whitehead and Murray are entered with  $\frac{1}{2}$ -litres, de Graffenried, Schell and Landi with Maseratis and Chiron, Rosier, Claes, Levegh and Giraud-Cabantous with their faithful Talbots.

## BRIGHTON ENTRIES

Sports Cars, up to 1,100 c.c.—Flata S. K. Rolfe, C. le S. Metcalfe, Lester M.G., B. Lester, Cooper C. Heath, Cooper M.G., B. H. Lister, D.B.-Panhard G. Trouis, M.G., E. R. Jay, R.W.G., R. Watling-Greenwood.

Sports Cars, 1,101-1,500 c.c.—Cooper M.G., L. Leonard, Cooper-Rover E. M. Mackay, M.G., P. Merritt, W. H. Bristow, W. P. V. Constable, P. M. Walters, F. M. Baker, A. Benson, M. L. Currie, J. Dalton, Singer J. Tilling, C. J. Preston, Riley E. Haigh, Dellow T. H. Church, Frazer-Nash J. R. Kenyon, Aston Martin D. E. Smith, P. M. Sims, Miss W. G. J. Lewis, H.R.G., A. O. Gossell, S. E. Wormald, Dr. G. H. Scott, A. J. Jarvis.

Sports Cars, 1,501-2,000 c.c.—Coonaught R. E. Patterson, BMW, L. Gilbanks, Frazer-Nash H. Kemp-Place, S. G. Greene, Aston Martin E. C. W. Stapleton, C. Ansell.

Sports Cars, over 2,000 c.c.—Jaguar W. B. Black, S. J. Boshier, E. A. Snow, R. W. Cookson, L. Wood, S. E. Sears, W. Freed, C. Mann, A. C. Westwood, H. E. Bradnock, A. Wood, W. A. Jacobs, J. H. Craig, Jaguar 100: R. H. Craig, Aston Martin J. Wyer (driver C. Brackenbury), R. R. C. Walker (driver: entrant or A. P. R. Rolt), Delahaye R. R. C. Walker (or A. P. R. Rolt), Lagonda F. Deloy, C. S. Elphinstone, J. H. Goodhew, R. Freeman Wright, Darracq G. Gale, Parry Thomas 4,000: V. L. P. Davis, Bentley R. W. Hoag, F. Lyett, Allard C. Wick, W. W. Paul, N. Hewitt, S. H. Allard, C. L. Devereux, A. Hutchins, Cripps Spl. J. A. F. Cripps, Alvis W. H. Charnock, B. A. Chevall, Healey R. G. Whalen, Miss Betty Hale, D. A. Hely, J. Venn, Austin C. L. Goodacre, S. C. Norman, Vauxhall P. J. E. Bines, Bugatti W. G. Battersby, Invicta J. H. Shaker.

Supercharged Sports Cars, up to 2,000 c.c.—M.G., A. G. Baker, F. C. Bishop, M. Potter-Moore, J. G. S. Sears, D. C. Davis, E. H. Heath, D. W. Davis, Amilcar V. J. Hern, R. G. Werth, Lagonda M. Leo, Dellow L. Fuller, Alfa Romeo A. H. Montague.

Supercharged Sports Cars, unlimited.—Alfa Romeo J. Oak, T. A. D. Crook, J. H. Bartlett, Bugatti T. A. Roberts, W. A. L. Cook, Minica Whincop, Jaquetier G. Parker, Mercedes-Benz Mrs. H. L. Kennard, Maserati C. E. Lewis.

Bentley Drivers' Club Class.—4-litre: O. A. Batten, F. Lyett, G. M. Crozier, 6-litre: C. A.

Hartley, 4-litre: T. E. Walker, T. H. May, C. H. D. Berthel, D. J. R. Chapman, R. W. Hoag, E. R. Simons, J. A. Williamson, 2-litre: D. McKennie, Major J. H. Bailey, M. Baker.

Racing Cars, Formula 1.—Cooper: Alan Rippon, P. A. Seymour, B. C. Ecclestone, E. Roberts, O. Inard-Davies, Miss Betty Hale, J.B.S., R. M. Dryden, D. Parker, A. Moore, Starwyn D. H. Phillips, Halford Spl. E. A. Halford, Parker M. P. A. Baker, Monaco: C. Tipper, Tiger Kitten C. Lones, Kieft D. W. Powell-Richards.

Racing Cars, 501-750 c.c.—M.G., A. L. J. M. Toulmin, F. G. Loman, R. M. Smith, Austin D. J. G. King.

Racing Cars, 751-1,100 c.c.—Farley Spl. J. D. Farley, Sumner-J.A.P., R. F. Hill, Cooper R. E. Bradnock, J. Barber, Appleton Spl. R. J. W. Appleton, Salmons H. Gilling, Amilcar M. L. Brewer, Austin J. W. Broad, Rapier H. Lamb, Gahagan Spl. G. H. Gahagan.

Racing Cars, Formula 1.—Bugatti A. S. Raven, J. Smith, A.J.B., A. J. Butterworth, E.R.A., C. J. Hamilton, Allard: S. H. Allard, Bentley Spl. S. B. Mond, Delage Spl. R. R. C. Walker, Cooper: Alan Rippon.

Racing Cars, Formula 2.—Cromard Spl. B. de Mattos, Grenfell Spl. J. Grenville Grenfell, H.R.G., C. Edwards, Frazer-Nash: T. A. D. Crook, Riley Spl. H. A. Richards.

Racing Cars, unlimited.—Alfa Romeo: R. D. Poore, J. Goodhew, Bentley Spl. S. B. Mond, Bugatti A. F. Rivers Fletcher, P. J. Stubbsfield, Vauxhall-Villiers A. Brooke, Alfa Spl. J. Norris, Delage R. R. C. Walker, C. Clutton, Maserati L. W. Boyce, L.G.S., F. le Gallais, A.J.B., A. J. Stubbsfield, Triangle Flying Saucer E. Lloyd Jones.

Vintage Racing Cars, unlimited.—Bugatti: M. C. Hukins, J. M. Perkins, A. S. Raven, C. Powell, R. M. Blomfield, Sunbeam: S. E. Sears, Gahagan Spl. G. R. Gahagan, Sumner-J.A.P., R. F. Hill, Semence Spl. D. Gahagan, Delage: Dr. G. A. Ewen.

Racing Cars, Ladies Only.—Aston Martin: Mrs. E. C. W. Stapleton, Austin: Mrs. V. M. Goodacre, Citallat: Mrs. H. C. Kennington, Allard: Mrs. E. Allard, Mrs. S. M. Hewitt, Salmons: Miss J. Bode, Jaguar: Mrs. A. W. Cookson.





**KAISER WAR VETERAN:** Leslie I. Taylor in his 1915 racing Mercer, adapted for road use, and here taking part in a New England meeting of the Sports Car Club of America. U.S. enthusiasts take their veteran and vintage motoring very seriously, and many beautifully preserved examples of famous cars are to be seen.

tions. It all began in the 1930s, but remained for some years much like the famed cloud "no bigger than a man's hand".

In 1933, under the leadership of the late Sam Collier (killed last year at Watkins Glen), the Automobile Racing Club of America was formed by a handful of sports-car enthu-

# THE SPORT IN THE STATES

An Authoritative Discourse on America's Sports-Car Boom—  
Strong Vintage Cult — Many Road Races and Hill-Climbs

BY

P. S. de Beaumont

FOR about a generation, until recently, the North American Continent has presented an automotive paradox by having three-fourths of the world's cars and absolutely no amateur motoring sport except for a tiny portion on two wheels. Such racing as took place was almost entirely with special cars and professional drivers, on dirt tracks ranging up to a mile or so to the lap. Only the annual Indianapolis race received noteworthy attention from the Press.

Actually, this situation was not quite as paradoxical as one might think. When the motor-car was a novelty in the United States, motoring was as much a sport here as elsewhere. But the highly special case of American geography and economics provided so fertile a car market that by about the Kaiser War, even the average workman had his model T Ford, and the bicycle became something for young lads to play with. In short, the car very soon became so commonplace, and for the most part so standardized, as to snuff out its sporting aspects.

About the same may be said for Canada, where, in fact, this strange lack of interest in motoring competition persists to this very day to be even greater than in the U.S.A. There, even professional racing goes little beyond the motor-cycle.

But in the States there is now occurring a great nation-wide resurgence of real motor sport which may well assume rather colossal propor-

siasts. Up to World War II, this very small group was successful enough to hold a creditable number of quite good road races. However, the times were not ripe, and the A.R.C.A. failed to stir up much public interest or to gain any appreciable membership. It ceased operation on 7th December, 1941, the day of Japan's attack on Pearl Harbour, and has never been revived.

Its place has since been taken by the Sports Car Club of America, established in Boston in February, 1944, by less than 10 founders. There was little growth at first, as

**DUESENBERG:** Perhaps the most renowned of America's too few sports-car marques is Duesenberg. Here is Jim Hoe in his much modified 6,890 c.c. model J of circa 1931, with light home-built bodywork.





indicated by a membership of but 106, plus 52 subscribers to its journal, by June, 1947—three years later.

In comparison, the veteran car movement in the U.S.A. was miles ahead at that time, with three large national clubs ranging in size from about 500 to 1,000 members.

Since then, however, interest over here in sports cars has undergone tremendous acceleration, and is now rapidly drawing ahead of the veteran car activity, which inherently appeals to more specialized taste. Nevertheless, the former owes much to the

membership, the club is quite national, with chapters in most principal cities. The major groups outside the North-east are those near Chicago, in Florida, and, of course, in California.

At a guess, about half the active American sports-car enthusiasts are members of S.C.C.A. The rest belong to perhaps 20 or more independent, mostly local, clubs scattered over this vast country. These other clubs seldom have more than about 50 members, although one or two are considerably larger than that. One-make clubs are both few and

American enthusiasts' clubs reflect limited budgets by consisting of only a few typewritten pages, those of the three leading veteran car clubs and that of S.C.C.A. are quite professional, consisting of from 32 to 64 printed pages 8½ by 11 ins. in size, with many well-reproduced photographs. The contents are well in keeping with the high production standard.

On the commercial side, the field was as bare as Mother Hubbard's cupboard as recently as 1947, when *Speed Age* first appeared, followed quite soon by *Road and Track*, and then by *Hot Rod*, *Motor Trend*, and, finally, by *Motorsport* (which had never heard of the British one spelt with two words!). Several additional enthusiasts' magazines of minor importance are available only by subscription, but all of the foregoing are to be found on the smallest news-stand in the land. Circulations of the leaders have now attained something like 200,000 copies monthly.

There has been a corresponding increase in motoring books, but this proceeds with far more caution. But the magazine situation is really astonishing when it is considered



**RARE BUG:** Dr. Scher's blown Type 54 4.9-litre Bugatti, driven here by William F. Milliken, Jr. The car is fitted with a gearbox from a Buick "Dynaflo".

**STRANGE ALLIANCE:** Briggs Cunningham's "Bumerc" at a 1950 Bridgehampton road race meeting. This machine has an 8-cylinder Buick engine mounted in a vintage SS or SSK Mercedes-Benz chassis, with original radiator, wings and bodywork, but "alien" wheels and suspension.



latter, since many a sports car enthusiast kept his interest alive in the duller post-war years by bringing his car to veteran car events, especially to those sponsored by the Antique Automobile Club of America, the only major American veteran car club which recognizes sports cars. The A.A.C.A. is quite broadminded about this, rightfully considering that no one is really interested in one type of car to the total exclusion of all others.

A few facts will serve to sum up the American sports car boom: The S.C.C.A., still the leading club over here, has doubled its membership in each of the past two years despite considerable care—near reluctance, in fact—in accepting new members. By the end of 1950, total S.C.C.A. membership stood at 1,243. At the time of writing (July, 1951), 2,000 is a reasonable estimate—a figure essentially equal to that of A.A.C.A., hitherto the undisputed leader in size among strictly amateur U.S. car clubs.

While S.C.C.A.'s New England Region remains the largest centre of

embryonic, although the M.G. Car Club is, of course, very strong.

The field of publishing, both private and commercial, also strikingly demonstrates the vigour of the car movement in general. Of the dozen or more club journals, the quarterlies of the three big veteran car clubs are the oldest and best. *Sports Car*, S.C.C.A.'s bi-monthly, is really not at all inferior, but it does habitually appear slightly irregularly, in rather noticeable contrast to the excellent management of other S.C.C.A. activities. Whilst the publications of most

that, without one exception, every American motor journal of the remotest interest to any kind of enthusiast either expired or became devoted to garage matters at least 30 years ago.

The present near-furore of activity is leading to ever-increasing imports of foreign cars. The import figures themselves being not available, we will consider new-car registrations instead. These, as to imported cars, totalled 15,511 in 1948, 12,335 in 1949, and 16,421 in 1950. Now

(Continued overleaf)





*"HURG" IN A STRANGE LAND: Fritz Koster's 1½-litre H.R.G. taking part in this year's Giants' Despatch Hill-climb in Pennsylvania.*



*GOING IN: Willard Christy bale-bashing at Bridgehampton, Long Island, with his modified TC M.G. Midget.*

*COMING OUT: Larry Kulok about to rejoin the race after a similar excursion with his Le Mans "Replica" Frazer-Nash.*



### The Sport in The States—continued

I naturally dare not essay a definition of that controversial term "sports car", but the fractions of these registrations applicable to what most people would call sports cars are, roughly, 9 per cent. in 1948, 10 per cent. in 1949, and 19 per cent. in 1950. Of these sports cars, well over 90 per cent. are British, with, naturally, M.G. far, far in the lead, followed by Jaguar, which in turn is miles ahead of the next. But Detroit is unruffled; total car imports to the U.S.A. equal less than  $\frac{1}{16}$  of 1 per cent. of American production.

As to the kinds of car which appear at American sports car events, the first point to stress is that they are NOT hot rods. The latter are the basis of another and larger cult which is most un-sports-car, and which seems to believe in nothing but acceleration and speed trials. The hot rods are, almost without exception, home-built specials based on production American makes. Speaking of specials, we have none of that type so familiar in Britain at hill-climbs.

The variety of cars depends on the programme. At a major road race there will be many Cadillac- and Chrysler - Allards, XK 120 Jaguars, and Ferraris. There will often be one or two hybrids, like Briggs Cunningham's Buick-powered Mercedes (the "Bumerc"), or a modified Indianapolis car. In the smaller categories one finds scattered sprinklings of DB2 Aston Martins, 328 and even Mille Miglia BMWs, H.R.G.s, Cisitalias, Alfas, Jupiters, Morgans, and so on. Above all, there will always be a vast horde of M.G.s, with XK Jaguars next in numbers.

The major American sports car races already have a Grand Prix atmosphere, not only because of crowds reaching 50,000 or more, but because the much-modified competition Allards, Ferraris, and Jaguars ensure that no average motorist in a strictly standard sports car has an earthly to take home some silverware, no matter how much fun he may have.

When the occasion is for fun and games only, the out-and-out and mildly disguised racing cars are seldom entered, and even the Allards, Ferraris and hybrids are not



often seen. But, as always, at least a third of the cars are M.G.s, and another 25 per cent. are Jaguars. Except for personal transport, American makes are rarely entered—the exception is a Crosley or two, and a small odd lot of vintage metal from the bygone factories of Duesenberg, Stutz, and Mercer. Happily, on these less formal occasions, the chap in a car he must use for work has a good chance of winning something.

The varieties of American sports car competition would not surprise a visiting British driver. The road races would be particularly familiar to him, being run clockwise from standing starts, and regardless of weather. Many people in Britain seem perplexed by the results of our races, the almost monotonous Allard successes suggesting that we neither handicap nor bother with displacement classes. The only handicapping here is the performance index used in the annual "Little Le Mans" Sam Collier Memorial Race, at Sebring, Florida. With this exception, handicapping is omitted because of both limited experience and too great a variety of cars, most of them to some degree modified. However, all events, races or not, are conducted according to the usual capacity classes. Perhaps the false impression is given by the custom of starting the day with separate class races, the several winners of each then being permitted to compete in the main event. The latter,

therefore, contains contestants of all classes, but it is not a free-for-all. Instead, the results list, and bring prizes to, both outright and class winners; but the outright winner, almost invariably a car of 5 litres or more, inevitably gets the acclaim—that's life!

The more formal kinds of competition also include hill-climbs, but the tough variety of trials so familiar in England—deep mud, wet leaves, and crankcase-bashing rocks—is unknown. The usual venue is a mile or so of ordinary road, sometimes unpaved, winding its way up a stiff mountainside. Incredibly, it is possible in some states to obtain police approval and co-operation in closing public roads, but only where Mr. Average Motorist has a decent alternate route.

In the fun-and-games department, one finds in the States most of the pleasurable and idiotic goings-on, such as trials and tours (sometimes non-stop, overnight), and their many variants, tests of driving skill, and whatnot. Events on open public roads are *theoretically* planned in observance of the law.

Speed trials and quarter- and half-mile standing-start sprints are very common, although in many areas these must be held on small tracks as an alternative to most of the membership being gaoled, and the times are, therefore, not comparable with those from road test reports. Events of this kind also

usually include short match races and skill tests.

Half-litre cars have only begun to appear this year, and as yet have made little impression. There being no American 500 c.c. motor-cycle engine at all suitable for such cars, the only alternative is to import engines or whole cars at almost prohibitive prices. It remains to be seen whether the outcome will be the failure of 500s to develop much interest here, or if we will create a new class of slightly different capacity to admit such engines as we can reasonably obtain.

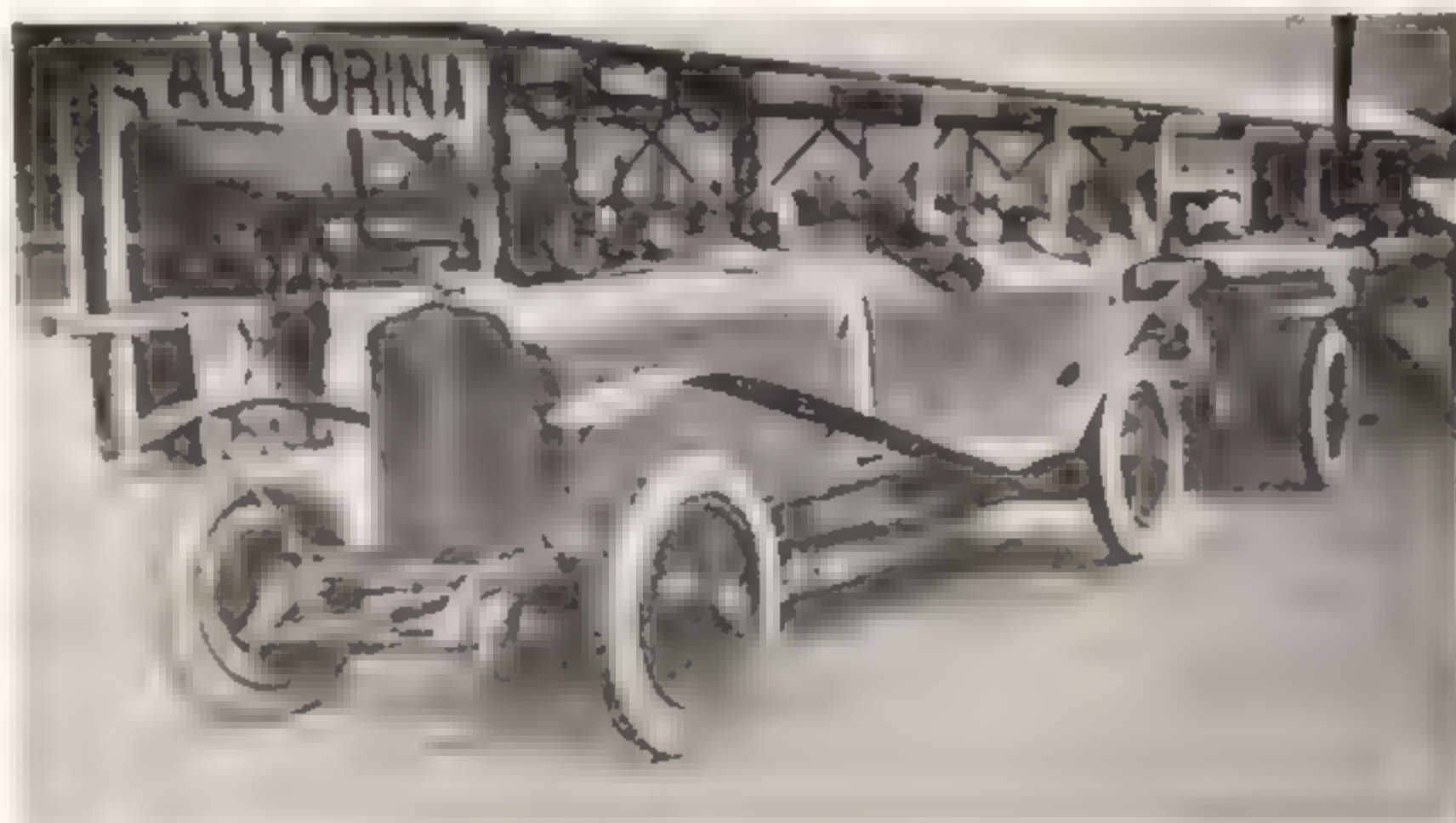
Now what sort of fellow is the typical American enthusiast? Perhaps this is the best part of it over here, as he is quite representative of the best. He may be of any age, but more likely between 30 and 50. As this is hardly an inexpensive sport, he is rarely a poor man, yet it is most unlikely that he is really wealthy. He loves the sport for itself, and competes in his very well-kept car like a gentleman should, much preferring to finish last than to drive offensively. Things like commercialism in the sport, and poor taste in cars and actions are repugnant to him. Most important, he looks on his fellow members as his friends rather than as mere competitors. As a result, his sports car club offers special social pleasures to him. He is, in fact, much the typical enthusiast as we all know him.

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**RARE VINTAGE:** One of the finest Continental sports cars of the early 1920s was the big six-cylinder, ohv 'Boulogne' Hispano-Suiza produced by Swiss designer Mayr-Birkigt for the Barcelona firm, and built at their French works at Bois Colombes—quite an International effort! Tyres were a problem on these very fast, heavy cars, but they won the Georges Boillot Cup race at Boulogne in 1921, 1922 and 1923, and gained other fine successes.

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(Photo by courtesy of A. F. Nava)





# THE PUNCH WITHOUT THE KNOCK

## Investigation into the Whys and Wherefores of Detonation in Modern High-Efficiency Engines

by

**Bert Houlding, Junior,**  
Assoc. I.M.I.

WHATEVER methods are used to achieve abnormal performance from a standard engine, one inevitable result is that internal operating temperatures are raised, which leads, quite often, to troubles from detonation, excessive pinking and running-on. It is regrettable that many sports car users are inclined to accept these unpleasant manifestations as part of the sacrifice to be made in exchange for a higher rate of knots, and often no steps are taken to cure the faults because of an erroneous belief that poor quality fuel is largely responsible. There is, however, considerable evidence that none of this unpleasantness need be tolerated, even on poor quality, present-day petrol, and perhaps a re-examination of the underlying causes of unsatisfactory combustion might be of value to some tune-up enthusiasts.

It is, perhaps, significant that the "modern" types of cylinder head designs appear to be more subject to detonation, and so on, than the older, and well-tried plots, such as the hemispherical head, with inclined valves, as used on the Jaguar XK 120: in the writer's opinion, the reason for this is so glaring that one wonders at manufacturers continuing to use combustion chamber designs which seem to be especially made to promote excessive internal temperature. There is a moral in this, for it will be obvious that, in a hemispherical head, there are no sharp edges, or nooks and crannies which are liable to become incandescent or harbour the superheated gas which often raises the temperature of the incoming charge to the point at which it is likely to detonate. Some of the sharp edges, and other obtrusions are shown in the sketch, and they should be ruthlessly removed to the extent shown by the shaded areas, for it should be remembered that, even in a combustion chamber which has been polished to a mirror finish, if there are knobs and corners from which the heat cannot be dissipated

quickly, or if there are pockets which will retain residual exhaust gas, detonation can, and almost surely will, occur. In this connection, there are many designs in which the exhaust valve is shrouded for about one-third of its circumference, uneven evidence of excessive temperature around the periphery of the valve head will often bear witness to the highly detrimental effect this feature can have. In such cases, the pocketing of the valve is a part of the design, and one can only compromise, as many of the old-time motor-cycle tuners did, by undercutting the wall of the combustion chamber adjacent to the valve head: a modification of this sort is shown in the diagram.

The internal edges of the plug orifices should not be overlooked, for in one well-known engine, where the plug is fitted at a sharp angle, the peaks of the last threads have been proved to cause "dieseling": if possible, the inside of the plug orifice should be carefully bell-mouthed, and blended in to the combustion chamber proper. When these modifications have been carried out, the time comes for polishing the combustion chambers, and this is a task upon which one cannot lavish too much time and care. "Mirror finish" is a thing often spoken of, but rarely achieved, but it should nevertheless be the aim.

Another, and often overlooked, factor in the efficiency of an engine is the exhaust valve, and too much stress cannot be laid upon the necessity for ensuring that the valve is so designed that it:—

(a) has sufficient bulk of metal to cope with the accumulated temperature.

(b) is made from a steel which will not only resist a tendency to "scale" at high temperatures, but that it will retain its mechanical strength at bright red heat.

(c) has sufficient seating area to provide the maximum contact with its seat (which contact, it must be remembered, lasts for only an infinitesimal part of a split second) in order to dissipate as much heat as possible into the cylinder head and thence to the cooling water.

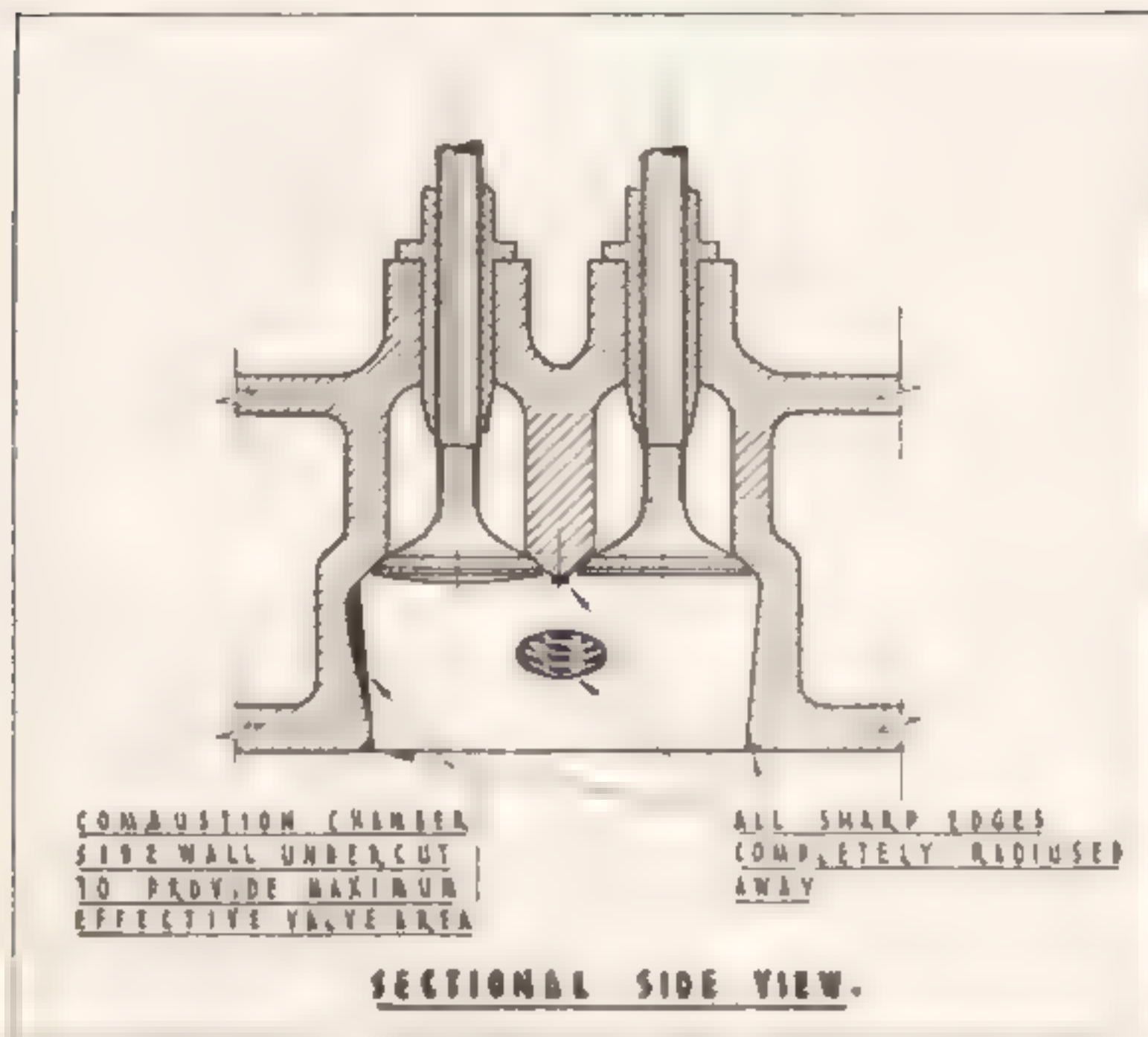
(d) is quite innocent of any slots or holes in the head which might permit distortion and so destroy maximum seat contact.

To conform with these requirements, it should (a) be of the "mushroom" or "domed" variety, and *not* be tulip shaped. It should (b) be made from KE 96S or S3 steel; it should have a wide seat, and should be so lapped into the head that the seat is an even grey colour, devoid of the polished ring which indicates line contact: lastly, the finish on its head should be mirror finish, no less, and this can be achieved quite easily, with the valve held in a lathe or drilling machine.

### Lapping-in the Valves

In the matter of lapping-in the valves, this is all too often regarded as a simple, routine job, whereas in fact it should take by far the greatest amount of time and patience of the whole undertaking. In a high-efficiency engine, one should never be tempted to use coarse grinding paste, even to start with, for this will cause scores which are very difficult to remove. The job should be commenced with the very finest grinding paste, followed with the sediment from a tin of metal polish, and completed with jeweller's rouge of the finest grade. A small magnifying glass will prove to be a very illuminating gadget with which to examine the seat at the various stages. It is most important to





Sectional diagram of cylinder head, showing modifications essential to maximum engine performance. The exhaust valve is of "mushroom" pattern

remember that, so far as the exhaust valve is concerned, gas retention, important as it is, is of less consequence than maximum heat dissipation, and the seat should be finished with this in mind.

### Mixture Mysteries

In an engine which can be regarded as a "borderline" case so far as detonation is concerned, the amount of, and the methods of achieving mixture preparation, are of the utmost importance. It is, for instance, inadvisable to use a manifold "hotspot"; for to raise the temperature of the ingoing gas is to deprive the internal parts of the head of so much cooling effect and prepare the mixture for the onset of detonation. It is not generally realized that there is such a thing as over-atomization of the mixture, and a "wet" charge (not to be confused with an over-rich charge) can often mean freedom from detonation. In this connection, it should be mentioned that the tendency to use a richer mixture to alleviate

unsatisfactory combustion phenomena is a very poor compromise, involving as it does a reduction of overall efficiency: let us reflect, once again, that a tuned engine should, under any given conditions, i.e., speed and driving technique, be a more economical engine, simply because it is, or should be, more efficient.

The remaining factor in the examination of the question of local overheating is the choice of sparking plug, and it is difficult to understand why more use is not made of plug manufacturers' efforts to guide owners along the right lines in this respect. It should be fairly obvious that the "standard" plug will not be suitable for an engine producing extra horse-power, if only for the simple reason that it will almost certainly be driven harder. A difficulty sometimes arises where a hot-running engine is also an "oily" engine, but organic mechanical faults should not be present in what is intended to be an above-average model. The selection of the right grade of plug must depend to a

large extent upon trial-and-error, but it is safe to say that if the compression ratio has been raised, or the peak of the power curve elevated by the elimination of valve float, a harder grade of plug must be used. Overheated plug points might not necessarily of themselves, be responsible for "dieseling", but they will certainly contribute to the increased internal temperatures which it is so important to avoid, and they might also cause the undignified symptom of spitting back through the carburettor at sustained high speeds, or when climbing a long hill.

### Cooling Systems which Cool

Having, in some measure, examined the problem of local overheating, let us now remember that the cooling system, generally, is just about as much neglected as any part of the car. One rarely hears of a cooling system being flushed out these days, except when the engine is being generally overhauled, and it is really surprising that more trouble is not caused in this quarter. Several very good flushing preparations are on the market, and the use of one of them ought to be a regular, routine job on any engine. Water hoses are rarely checked, and yet, at overhaul time, they are often found to be partially obstructed by internal disintegration or collapse. The thermostat, if it is to be retained, which hardly seems necessary on a sports engine, should be checked for satisfactory working, and renewed if necessary. It goes without saying that the fitting of a temperature gauge, or even two, is a worth-while move, and provision is made at the factory on most modern cars. The water pump is another much neglected component, and should, like the rest of the vehicle, be treated to regular attention.

One might be tempted to think that such little things as are mentioned here could not possibly make all that difference, but readers can be assured that many cars have been cured of "dieseling", excessive pinking and general overheating by attention to only one of the items named. In tuning an engine, as has often been said, it is no use having ninety-nine things right; the last one of the hundred might easily count for more than all the rest.



# MANNERS MAKETH MAN

By JOHN BOLSTER

THE very roadworthiness of the modern car has been responsible, more than anything else, for a decline in road manners. The rapid acceleration, effortless gear changing, and above all the immense power of the brakes has made fashionable a pushing style of driving verging on the discourteous. "Blow you, Jack. I'm all right," is the order of the day, but the road would be a happier place if we could recapture the kindness that travellers used to show to each other.

Many of the more delightful customs dated from the horse-drawn era. For instance, all traffic ascending a hill was given precedence by the downward flow; for it was cruel to check even momentarily a horse which was already pulling well into the collar. The early cars, which found hills a trial and often had awkward and noisy gearboxes, were similarly placed, and so motorists carried on the equestrian tradition. "Bother the feller, he's forced me off my top speed" was the anguished cry of the hauled driver, for he knew that he and his passengers must sit in an inferno of gear noise and vibration till the top of the hill was reached. Nowadays, this custom is more honoured in the breach than the observance, for powerful engines can restore speed in a few yards, and, anyway, gearshifting is now foolproof and almost imperceptible. Nevertheless, it is a nice touch that I still try to observe, and it is certainly a great help to the conductors of small and somewhat overloaded family saloons.

A thoughtless habit that is greatly on the increase is the practice of braking hard at halt signs. To drivers on the major road it would appear that the speeding car on the minor route was about to "crash" the main stream. Feet would be removed from accelerators to brake pedals and nerves would be on edge, just because a clumsy clot, while adhering to the law, made it appear that he was going to flout it. That sort of thing, happening dozens of times a day, can make motoring a tiring and unpleasant business. By slowing down gradually, the side-road driver can make it perfectly clear that he is going to stop, and other traffic can cruise past unmolested. The same thing applies, though to a lesser extent, to light-controlled crossings.

"Cutting in" is one vice that is less prevalent than it used to be. Actually, it was the poor acceleration of some early cars that drove their drivers to desperation; after following a slower vehicle for some miles they would overtake hazardously in the face of oncoming traffic.

Some people, while behaving adequately towards other road users, are astonishingly thoughtless regarding the comfort of their own passengers. One needs to be a bit of a psychologist as well as a capable driver if one is to complete a journey expeditiously without disturbing the occupants of the other seats.

First of all, it is best to start off gently and to drive very quietly for the first mile or so while gradually working up speed. An alert and upright seating

position, with both hands on the wheel, breeds confidence; a lounging driver has an air of incompetence however great his skill. Speed, as such, need in no way worry one's friends if the car is properly sprung. Cornering depends entirely on the individual car; for with well-arranged seating giving good lateral location, plus a chassis that remains on an even keel, quite vigorous manoeuvres may be undertaken without detriment. Should one be cursed with one of those rolling jellies with slipping bench-type seats to boot, the poor passengers will be decanted into each others' laps at every change of direction, and corners must perforce be taken slowly. Don't forget that you're the only chap with a wheel to hold.

I think that some of the finest drivers on the road are professional chauffeurs. I don't mean that everybody who puts on a peaked cap automatically becomes an expert, but the really skilled practitioners are a delight to watch. What they have is the art of often driving very fast while never giving their passengers or other motorists the impression that they are in a hurry. I would advise anyone who has the chance, to ride behind a Rolls-trained man; for by watching points a great deal can be learned.

Smoothness, really, is what distinguishes the good driver from the bad. Everything is done in one steady swing, with no violent movements and no sudden changes of mind. The whole thing should appear deceptively easy, and that, by the way, goes for racing driving, too. A car that is being handled smoothly is delightful to ride in and a pleasant neighbour in the traffic stream. It is amusing to attempt to drive quite fast in this manner and to give yourself a bad mark for every unpremeditated action, every sudden piece of braking or hurried turning of the steering wheel. It's chiefly a matter of using your imagination and putting yourself in the other fellow's place, and that, incidentally, is the essence of good manners.

The well-mannered driver is fundamentally far safer than his brash and selfish counterpart. His behaviour stems from thoughtfulness for others, and therefore he considers every possible accident from both sides instead of from his own point of view. Anger is the cause of much dangerous driving, and by pushing and shoving it is easy to incite other motorists to similar misbehaviour.

To drive smoothly and considerately need not entail a great loss of time on the journey; for other travellers are quick to recognize a gentleman at the wheel, whether he be in lorry or limousine; thus, courtesy will be repaid in similar coin. And if the vulgar, noisy fellow, with his shouting and fist-shaking, finishes the day's run with time for one extra drink, I only hope it chokes him!





**SCALE MASERATI**, as built by H. C. Baigent for his new "guide rail" model car racing, one of the features of the exhibition at Westminster.

## MINIATURE G.P. RACING

BRITISH RACING DRIVERS AT THE  
"MODEL ENGINEER" EXHIBITION



A NOTABLE feature of the annual "Model Engineer" exhibition at the New Horticultural Hall, Westminster, is the new miniature Grand Prix game devised by Henri C. Baigent, of Bourne-mouth. Whereas powered model cars have hitherto raced in a circle around a central pole, a procedure which has produced some remarkable speeds but little reality, the new scheme, whereby cars follow a projecting guide rail, enables a circuit to be used containing a variety of left- and right-hand bends and up and downhill sections, while with guide rails laid parallel to each other, more than one car can run at once. In short, something like real racing is achieved and the spectacle is far more interesting.

Last Monday, Bob Gerard, Reg Parnell and Stirling Moss went down to Westminster to watch, and take part in, the new-style model G.P. racing over the three-rail course laid out in the dais of the Exhibition Hall. Cars provided were realistic miniatures of the Alfa Romeo, B.R.M., Ferrari, Maserati and Talbot G.P. cars, and it was fun to see these models following the form of their full-scale brothers, with a Talbot, in bright Claes yellow, giving way to an obvious "4½" Ferrari, with an Alfa close behind—better still to see the B.R.M. pass the latter two in the next "heat", although it then ran out of fuel—let us hope this won't happen at Monza!

The new-style model car racing is obviously still in its initial stage—one hopes all four wheels of the cars will not follow so set a course—a sliding tail thrills at any scale, while perhaps some means of controlling the speed of the cars will be devised, to prevent the 1/12th-scale Fangios in the cockpits from taking hairpin corners flat out.

Amongst the many interesting static exhibits in the hall are Major T. W. Stubb's super-detailed model of the 1903 Gordon Bennett Mercedes, with delightful scale side-chairs, semi-elliptic springs and full cockpit regalia; an appealing little 1/32nd-scale B.R.M. with wire wheels, a chassis of a 1½-litre sprint car, beautifully made; a 1/20th-scale Healey saloon, unusual but attractive in natural wood; a Sunbeam-Talbot

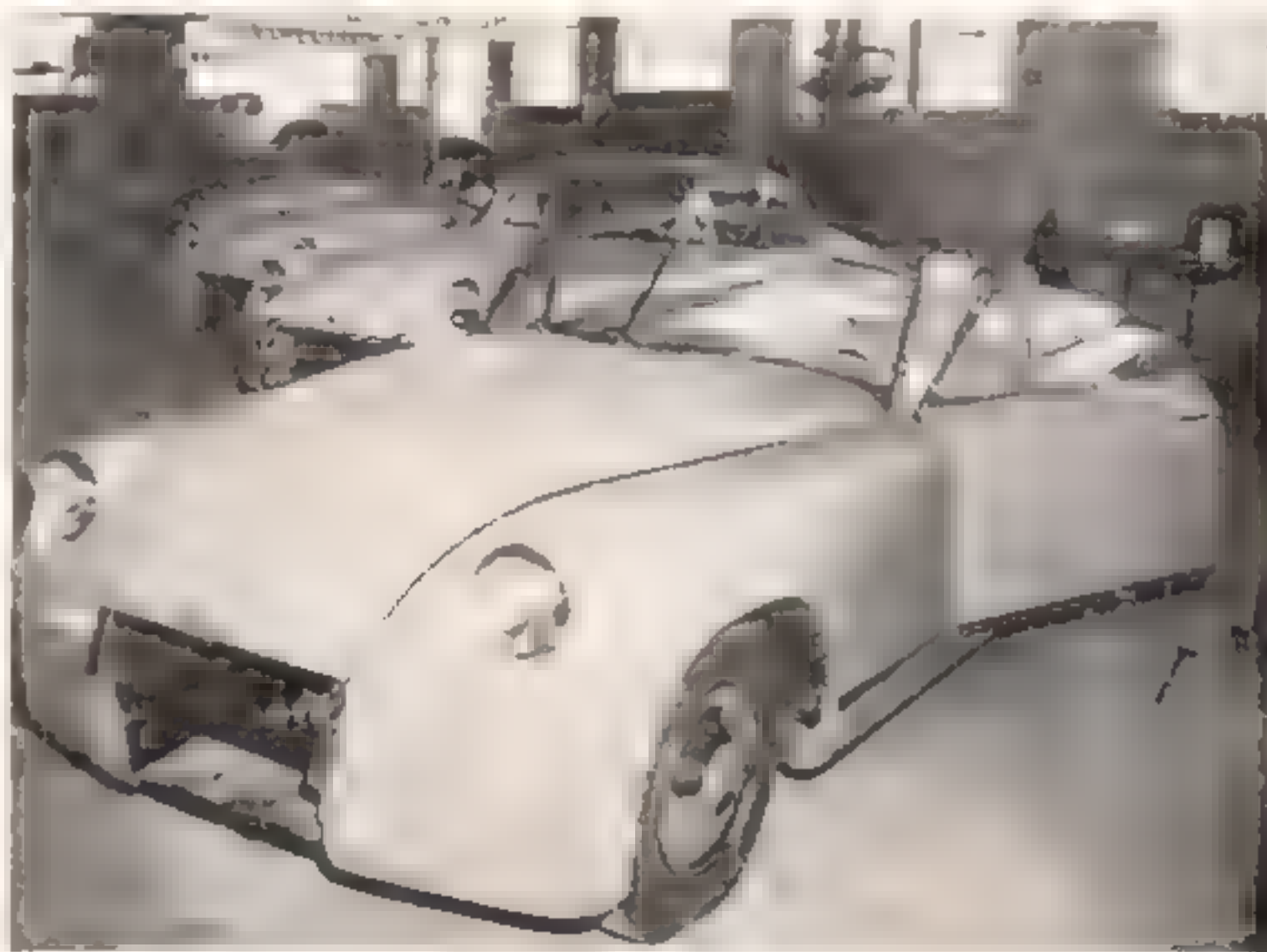
chassis and a Rolls-Royce limousine. A Guildford firm, Victory Industries, Ltd., besides showing their fine Morris Minor electrically driven models, also give what will, to the majority, be the first sight, three dimensionally, of the 1952 Vauxhall car, in an impeccable miniature built for the makers.

Other attractions—and they are legion—include a true-to-scale working model of a Stevens motor-cycle and sidecar, with 7.5 c.c. coil-ignited petrol engine—a magnificent example of model engineering; innumerable locomotives and railway equipment of all kinds; ships galore; many model aircraft, including one of the Brabazon, and some beauti-

**GORDON BENNETT MERCEDES**  
Super-detailed model of the famous 1903 "60" built by Major T. W. Stubb's of the B.A.O.R. and shown, incomplete, on the Regular Army stand

fully constructed traction engines, including a selection of period examples which take one right back to R. W. Kidner's "First Hundred Road Motors".

Closing day of the "M.E." Exhibition is tomorrow, 1st September. If you like models—and a surprisingly large number of people do—go there. Admission is 2s. 9d., children 1s. 6d., and doors are open from 11 a.m. to 9 p.m.



**U.S. INDIVIDUALIST**—One-time Californian used-car dealer Earl W. Muntz, now established in an assembly plant at Evanston, Illinois, is producing a Lincoln V8-engined four-seater coupé called the Muntz Jet. The car is designed to compete with foreign sports cars, has a 9 ft. 5 in. wheelbase and weighs 3,000 lbs. 110 to 115 m.p.h. and 18 m.p.g. are claimed.



# Correspondence

## Carburation for High Efficiency Engines—The Author Replies

I AM grateful to Mr. Blight for pointing out an error in my recent article, where I stated that, on a four-cylinder engine, the induction strokes do not overlap: what I should have written, and, indeed, what I intended to write, was that the *maximum pumping* efforts of the induction strokes do not overlap, and that, for all practical purposes, we may assume that only one charge is passing through the carburettor at any one time.

Mr. Blight will, I am sure, appreciate that the problems of reversal of flow have worried tuners for many years, and it was not possible to introduce the topic in such a short article. In any event, the so-called solutions, including Ricardo's effort, and the Uniflow manifold, and numerous others, were by no means practical, either from a manufacturing or commercial point of view, and would not, therefore, have been of any interest to the enthusiast. One might say that the ideal way to achieve perfect mixture distribution is to use a horizontally opposed centrifugally blown eight-cylinder engine, but that would not help the sportsman to get more "horses" from his Ford 10, would it?

HERT HOLDING, JNR., ASSOC. I.M.I.

PRESTON, LANCS

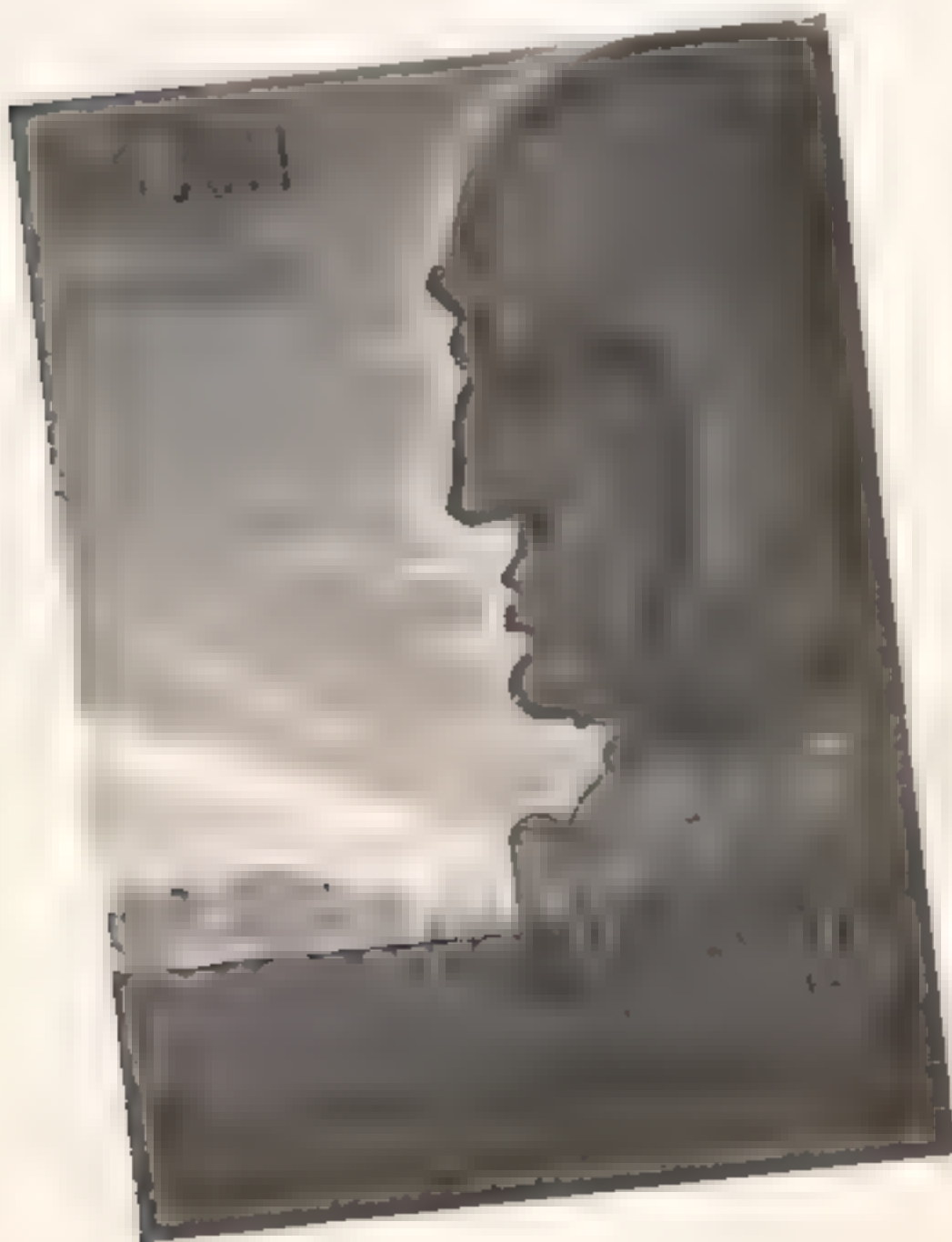
## "Superman"

GOING back a bit in motor-racing history, I found it very interesting recently to stumble across an old programme of the 1936 German Grand Prix and to read of the great names of drivers and cars entered; also to note the propaganda-type of front cover display—more than somewhat "Über alles" and looking for all the world as if the Fuhrer designed it.

R. LANGFORD

BORDENLEY GREEN, BIRMINGHAM

(Cover programme herewith—Ed)



*We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.*

## Obtaining a Motor Race Programme

I AM writing to express my feelings on the question of programmes sold at various motor-race meetings today.

I would cite as a typical example the recent Nottingham Club's August Bank Holiday Meeting at Gamston. I, together with friend, arrived a considerable time before the first race and we immediately started looking for a programme seller. After walking all round the ground for some time and asking Stewards (well, they had an arm-badge on, anyway!) we still could not procure one. The point was *nobody* could inform us just where to obtain a programme! Having at last contacted a Steward with some intelligence of the meeting we were told that they had probably sold out!

If we ~~could~~ have been directed to a programme point immediately on arrival doubtless we should have secured one, but you can imagine the annoyance such poorly organised arrangements mean to anyone who wishes to follow the meeting closely.

The Silverstone Grand Prix Meetings are, I'm afraid, little better, as whilst one can become familiar with the programme points by a number of visits, it is usually necessary to walk considerable distances around the course and ask many people where to buy a copy. Of course, having obtained a programme you can then see where to get it from, as this is stated on the programme!

The answer surely is a large display panel informing people at the various entry points where programmes are sold, and one can then either obtain one or at least establish that they are sold out.

RONALD H. HALLAM

SKELTINGHORPE, LINCOLN

## The Alpine

MAY I, with deference to the experts already writing upon the recent Alpine, make one or two suggestions which might be debated in your columns.

Firstly, Mr. Needham's paragraph on *retiring* competitors. I would ask him first to consider what this means to a non-works-supported entry and I think he will agree that not even the Alpine could be run on official entries only. It is very disappointing to be compulsorily retired due to being 31 minutes late instead of 29, especially should this occur on the first section, even though the car may be again quite road-worthy. This year, for example, it was possible for a car to lose 30 minutes in each of 23 sections, which at 10 marks per minute is equal to 6,900 marks, yet one loss of 310 marks puts the car out of the rally completely. This in itself is quite a deterrent to a would-be entry thinking of money lost in hotel bookings, etc. Indeed *force majeure*, in the way of a 16-minute level-crossing this year, should be penalised but not by complete exclusion.

Secondly, the question of who "won" the Alpine. May I suggest, again for discussion, that the winners be found by taking *all* the timed climbs and final test into consideration instead of on one final piece of manoeuvring as this year.

Third and last—how about an acceleration and braking test (results also to be counted in final placings) at the end of each day immediately before entering the *parc fermé*—what fun! We hadn't any fluid in the system one night, let alone any brakes, but did not find this out until the next morning.

PRIVATE ENTRY

LINCOLN



### We Blush

THIS is written in sincere appreciation of the excellence of your journal. The increased post-war popularity of the Sport caused a demand for a journal like AUTOSPORT years ago, and the fact that you have been able to fill this demand so adequately is a great asset to all who follow and who participate.

No journal and no journalist can hope to please everybody, but I think nearly all will join me in congratulating you and your staff in having the courage of your convictions. In particular, I admire your support of the B.R.M. venture, and your realistic attitude towards modern rallies.

"SCAVENGE PUMP".

NEW BARNET, HERTS.

### The M.G. "Silverstone"

HAVING read "Northern Lights" in today's issue of AUTOSPORT, as a lover of motor sport I must say I regret the frequent comparisons by Mr. Lowry between sport in the North and in the South, as it is not in the best interests in fostering closer unity in our mutual endeavours to further its popularity.

Having been very closely connected with the event Mr. Lowry writes about I would like to answer him personally. This Race Meeting was held by a one-make club with more centres in the North than the South. At a combined Council meeting, this event would have been cancelled if it had not been for a Southern Centre guaranteeing key officials and running the event on the actual day. Fortunately, or unfortunately, the secretary of the meeting expected more than this, and this same Southern Centre were expected to handicap the competitors and draw up the programme in one day between 8.15 a.m. and 8.0 p.m. taking into effect the fact that the people concerned had their own business to attend to. However, these items were in Mr. Lowry's hands at 8.15 p.m.

Instead of making comparisons and criticisms it would be far better for Mr. Lowry to hand out bouquets to officials at such meetings, whether Northerners or Southerners, who do a grand job, entailing lots of hard work, for which they are more often cursed than blessed.

In conclusion I would suggest that "Northern Lights" pays a visit to Goodwood, where he will find the B.A.R.C., giving an object lesson to all and sundry in organization with the minimum number of officials who, whether Northerners or Southerners, are lovers of the Sport.

H. H. WRIGHT.

Hon. Sec., M.G.C.C. (S.E. Centre)

EDGWARE, MIDDX.

### Wing Removed

IN defence of AUTOSPORT I should like to point out that the letter from Trooper Maxwell on page 245 of the 24th August issue is incorrect in stating that my son Terrence had previously raced. His only experience was the One Hour High Speed Trial at Silverstone and some straight sprints.

In my opinion, organizers of race meetings exhibit a lack of showmanship by putting the principal events at the end of their meetings. From the spectators' viewpoint it is better to have the main events concentrated between 3 p.m. and 5 p.m., and follow up with Sports Car races. This gives the less enthusiastic people time to drift away gradually which saves congestion on the roads near the circuit.

OSCAR MOORE

LONDON, N 3

## 50 YEARS BACK

### Lubrication Instructions in 1901

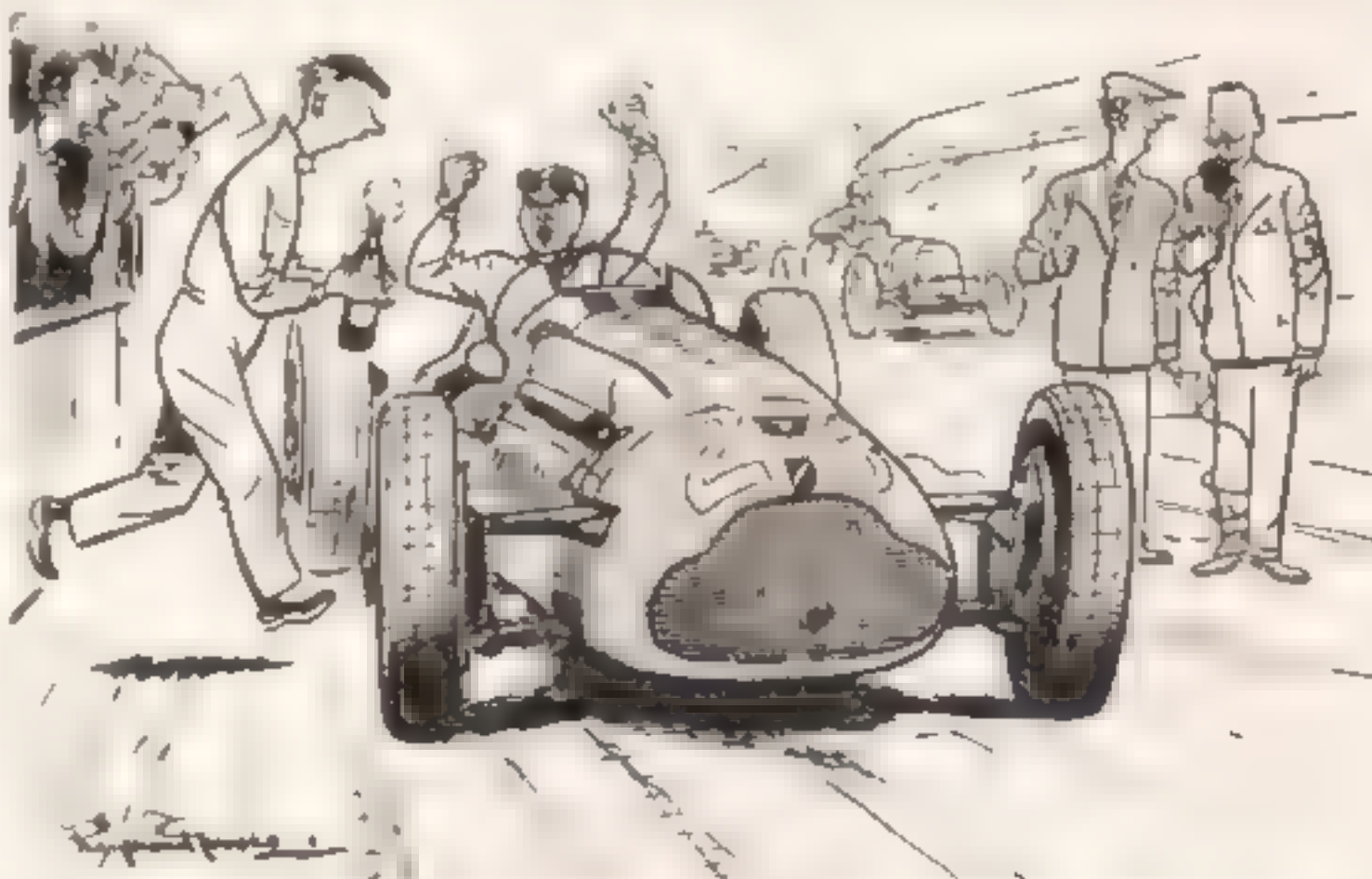
LOOKING over a pamphlet issued by the Vacuum Oil Co., Ltd., in 1901, it is interesting to note the types of oil used and the instructions to owners. For example, Mobiloil No. 1 was recommended for all water-cooled engines of Panhard, Daimler, Cannstatt-Daimler, Mors, Renault, M.M.C., Benz, De Dion, Milnes and Decauville manufacture, and similar types with speeds of 800-1,800 r.p.m. No. 2 was said to give excellent results in air-cooled engines larger than 1½ h.p., and also on power-units of the Serpollet type. "Hecta" and 600W cylinder oils were specifically for steam-cars, as also were "B" and "Red V". Even the electric cars had a special lubricant—the "Electra".

Users were recommended to feed oil slowly and use sparingly in order to get best results. A 6-h.p. car used about five to six drops per minute, but two drops per minute were thought satisfactory for a single-cylinder engine. Over-feeding to crank-chambers was said to cause dirty sparking plugs.

No. 2 "Mobiloil" appears to have possessed magical properties. Should a tooth break in the transmission gear when running with so-called cheap and "sticky" oil, the broken tooth would be carried into the gears and result in several more teeth being broken. The makers claimed that this could not happen with "No. 2".

A reflection on the times was the statement that when this particular maker's oils were used, cylinders did not require cleaning out with paraffin after standing overnight. The oils (it was said) left no gummy deposits on piston rings or in cylinders, and engines could be started with ease.

Verily, we have much for which to thank the inventors of mechanical oil pumps!



\* Apparently some of it put 'port style' went at Louisa Campaign 1911



August 31, 1951

# The SIX-H

Vintage Bentley  
the Silverstone



VINTAGE INV (above) Who could resist this tempting sign hung out by the V.S.C.C. Bentley team pit as a come-in hint?

HOLLAND BIRKETT and the organizing committee of the 750 Club can be said to have put on an event which bids fair to become the ordinary club members' classic. The Six-Hours Relay Race, which was won at Silverstone last Saturday by the Vintage S.C.C. team of Bentleys, was a most enjoyable and attractive event, distinguished by a complete absence of "bull", which was appreciated both by the competitors and a surprisingly large crowd of spectators.

A well-organized information centre enabled up-to-the-minute news of the race to be flashed over the P.A. by John Bolster, the Antone King himself, and "Holly" Birkett from the pits. This meant that interest was sustained to the end, as race position bulletins were broadcast approximately every 15 minutes, based on the performance of teams who had improved their handicap best. This was an excellent plot, as an army of slide-rule wavers would have been required

to work out accurately the actual positions of the 30 teams, owing to the adoption of a credit laps system.

It was the Chain Gang (25 credit laps) that made the running in the opening stages, but after about three-quarters of an hour's racing, the Singers (38 laps) took the lead with James Tilling's veteran 1½-litre "six". The TD M.G.s (18 laps) suffered an early set-back when Ted Lund retired with engine bothers after one lap.

After one-and-a-half hours' racing, the Sporting Owner Drivers' Club (25 laps) came into the picture through the efforts of P. Westley and his very fast 3.640 c.c. JAG Special. Magnani's stylish post-war saloon had brought the Antique Antipon team of Lancia Aprilas (34 laps) amongst the leaders, and Chapman's Bentley of the V.S.C.C.

team (25 laps) was rapidly closing on the Singers.

Ernest Stapleton was motoring the ex-Jock Horsfall Aston Martin very fast, and at 2.15 p.m. put the A.M. team (12 laps) into the lead, with the Morgan 4,4 team (34 laps) second. R. W. Hogg (Austin Chummy) of the Hogs-Back Area Austin Formula team, stuck at Stowe Corner, and a team-mate was sent out to retrieve the sash.

Meanwhile that astonishing Lotus Austin was putting in some remarkably fast lappery, around 2 mins 4 secs. Lew Tracey of the Sunbac





# DURS RELAY RACE

**Win Highly Successful 750 Club Event on  
ub Circuit - Morgan 4 4 Team Runners-Up**



XK 120 team (scratch) was probably lapping faster than anyone, hand-timing giving him several laps between 1 min 48 secs and 1 min 50 secs.

At 2.30 p.m. (two hours' racing) the Singers retrieved their lead, but shortly afterwards gave way to the Morgans. At 3 p.m., the Vintage Bentley's thundered into the van, a position which they retained till the end, except for a brief period when the Morgans took over after four hours' racing.

Occasionally there were "moments", particularly in the pits area. J. S. Atkins (Morgan) made a spectacular stop which did not exactly give pleasure to the marshals, whilst P. Simpson (Healey) forgot himself and cut across the path of other competitors. On the whole, pits behaviour was admir-

*STONE STORMING (Above) Mrs. R. B. Gibbs (Le Mans Spa H.R.G.) and Margaret Holden (XK 120 Jaguar) in close company at Stone Corner. Mrs. Gibbs was a member of the Chiltern team which took third place.*

able. F. B. Copeland (4½-litre Bentley) raised a laugh when he completely overshot his own pits.

The circuit became more and more slippery, and at Copse Corner several people made involuntary excursions on to the grass verges, happily without any undue bale-bashing.

It was gratifying to note that drivers of the slower cars invariably pulled well in to permit XK 120s and things to hurtle past without hindrance. This was particularly true in the case of the Formula Austin pilots.

For a long period, the London Area Austins held second place, but in the last half-hour, the Morgans and the Chiltern H.R.G. team (25 laps) speeded up considerably and took second and third places respectively. Ecurie Nelson (6 laps) were easily best of the back-markers, and finally finished in fifth place, just ahead of the Lancias. The gallant Singers were finally placed seventh. D. Scott's 1½-litre Roadster displaying an excellent turn of speed.

**Circuit Chatter.** The XK Ladies' Team (6 laps) had to depend on the cars of Nancy Binns and Anne Newton, both Margaret Holden's and Lorna Snow's cars being non-starters, the last-named having to withdraw owing to a family illness. Nancy Binns did many laps minus the requisite number of gears, and Anne Newton did an unexpected about-turn when stopping at the pits. The Healey Silverstones (6 laps) were

*(Continued overleaf)*

**CHANGE-OVER:** (Right) Betty Stapleton takes over Ernest's well-known ex-Jock Horsfall Aston Martin.

**VICTORS:** (Left) The winning Vintage S.C.C. team of Bentleys.





A black and white photograph of a large, multi-story building with a prominent central tower and arched windows, likely a government or institutional building. The building is situated on a hillside, and the foreground shows some trees and a road. The image is somewhat faded and has a grainy texture.

A black and white photograph of a vintage car, possibly a 1930s model, parked in front of a large, multi-story building. The car has the word "Blakes" written in a cursive script on its side. The building in the background has many windows and a classic architectural style. The image is somewhat faded and has a grainy texture.

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(Top) Dick Jacobs (Mark II TD M.G.) about to pass Derek Buckler (1.172 Buckler) at Stone Corner.

(Centre) A. Stokes (Silverstone Healey) and Ernest Stapleton (Aston Martin) sweep past J. E. Hutton's Formula Austin Seven of the Western Area team.

(Bottom) A general view of the pits area  
" looking towards Cope Corner



the Vintage Bentleys, a team winning the recent Aston Martin O.C.'s Relay event. The "4½" Bentleys of Orr-Ewing and Bradshaw were exceptionally well-handled. . . . P. Verdier's elderly Ten-engined Popular Ford saloon was motored extremely rapidly for the Berks team, in

E. M. P. Harvard, Cecil Heath and W. A. Jacobs. Runners-up were Ecurie Nelson (185) made up of G. Worsley (Alvis 20), Bob Freeman-Wright (Lagonda Rapide), J. Goodhew (Lagonda Le Mans), Gerry Crozier (8-litre Bentley) and B. A. Chevell (4.3 Alvis Special). . . . The

start was inclined to be a trifle ragged, as quite a few drivers were strolling around chatting when the flag dropped. . . . Another pits incident was when a certain TC Midget came in rather hurriedly and pranged his team-mate who was just getting ready to take over.

#### RESULTS

7. **Vintage S.C.C. Bentleys** (175+25 laps): Major J. B. Bailey (1923 3-litre); J. A. Williamson (1923/28 4½-litre); D. J. R. Chapman (1928 4½-litre); Hamish Orr-Ewing (1928 4½-litre); R. H. B. Mason (1930 4½-litre); C. B. H. Bradshaw (1929 30 4½-litre).

2. **Morgan 4.4** (162+34): J. M. Sparrowe (1,098); T. A. Parks (1,267); W. Allerton (1,098); J. S. Atkins (1,122).

3. **Chilren H.R.G.** (169+25): M. J. C. Keen (1½-litre aerodynamic); D. Blakely (1½-litre Le Mans Spa); Mrs. R. B. Gibbs (1½-litre Le Mans Spa); R. C. Green (1½-litre).

4. **London Area Austin Seven Formula** (145+48): L. L. West; H. E. Perry; D. Bukin; S. G. Marler; E. de Vadder; L. H. Heyward.

5. **Ecurie Nelson** (185+6): G. Worsley (Alvis Speed 20); R. Freeman-Wright



(Above) H. E. Magnani's handsome, post-war Lancia, of the Antique Antipon Aprilia team

which Gerry Hancock's Dellow was the only supercharged machine in the event. . . . The Delages were unlucky and were slowed by recurrent autovac trouble. . . . Oldest cars in the event were Major Bailey's 3-litre Bentley of the winning V.S.C.C. team (1923) and N. L. Pigache's 1924 D.I.S.S. Delage.

The TC MG. team, sadly depleted, retired just after 5 p.m., having covered 140 laps. . . . Greatest number of laps (187) were achieved by the XK 120 team comprising J. H. Elk, Capt. Hazlehurst, Dr



(Above) D. Lovejoy in his open two-seater Buick which evidently owes quite a lot to Rootes Ltd. for body styling

(Left) The weird markings on Nancy Hinn's Jaguar were for identification purposes. She shared this car with Margaret Holden



(4½-litre Lagonda Rapide); J. Goodhew (4-litre Lagonda Le Mans); G. M. Crozier (8-litre Bentley); B. A. Chevell (4.3 Alvis)

6. **Antique Antipon Aprilias** (157+34): N. Freedman; H. E. Magnani, J. Carefoot; C. M. Bathgate; R. W. Austin

7. **Singers** (153+38): J. Tilling (1934 1½-litre); P. A. Rawlings (1936 "Nine"); C. J. Preston (1939 1½-litre); D. Scott (1951 1½-litre Roadster)

8. **Chain Gang** (166+5). 9. **XK 120 Ladies** (184+6). 10. **Healey Silverstone**  
(continued on page 288)



## RUSSELL LOWRY'S NORTHERN LIGHTS

**L**AST time I wrote from this 20-letter sorry, 23, I've just counted 'em—retreat in the wilds of northern Wales, there was a foot of snow outside and crumpets for tea. Now it's August and liable to start snowing again at any moment. An interesting Australian couple (for "Northern Lights" read "Southern Cross") has just left, continuing a long tour of Europe and the Old Country. Having got the bugs out of their handsome British carriage, they are delighted with it—the sad reflection being that the said bugs were quite unnecessary. Loose nuts. Phenomenal oil consumption was traced to a self-detaching sump, and lack of "navigation" during a Continental dust-up with a rival British make revealed wheel-nuts hanging on by a thread. And she'd been in to the works for a check-over. Such things are unusual but by no means unknown. It seems to my untechnical brain that modern power-operated tools have much to answer for. There should still be room in the world for a horny hand and a well-trying spanner!

The only permanent, built-in bug in this particular car was an invisible, inaccessible dip-stick buried in the depths of the "engine-room". They die hard. Yet 15 years ago "Mr Lucas" produced an excellent push-button dash-board device to indicate oil level. And if you didn't believe it (though I was never let down in 50,000 miles) you could have a look at the stick next time your sleeves were rolled up. Many thousands of British motorists are having their first taste of Continental driving this summer—and most of them will get a sporting twinkle in the eye as N7 stretches away in front of them, or the hairpins go winding skywards. In such circumstances, that tag about "Never uses any oil, old boy, I just drain every couple of thousand or so" can lead to rude awakenings. To dip the sump and find nothing is rather like that dream of walking down Piccadilly without any trousers. So to my years-old plea for larger petrol tanks and reserve taps I beg to add one for easier information on the oil situation.

I seem to have wandered away from Australia. Having a "thing" about pubs, I was interested to get a visitor's reaction after a long tour. He gave full marks to the "King Arthur" down at Tintagel (though he put another place belonging to the same company at the bottom of the class) and to the scene of this writing which he'd dug out of "Signpost". Otherwise, he was sadly disillusioned about our hostelries. A pity. He seemed to have been unlucky, for many of them have tried really hard this year.

Out in Australia the sport is flourishing. The main focus seems to be Fisherman's Bend; their Shelsley, with its steep straight and dicy corners. British sports cars hold the field, but now that they are to produce their own machine, the Holden, under American stimulus, one wonders if there will be an outcrop of local variations. Perhaps we'll be hearing about Wagga Wagga Hybrids?

## SOSPAN BACH—MOUNTAIN MUDPLUG— SORRY YOU'VE BEEN TROUBLED—F FOR HUGH

**T**HE general public and some Authorities are apt to frown on "mud-plugging". Technically, at least the ban on comp. tyres was attributed to the mess they were supposed to carry on to the highways. But I've just found cause for those same people to be grateful to the sporting element. Plotting an International Six Days' route some years ago, my fellow conspirator and I were attracted by an obscure cut over the Berwyn Mountains. Half-a-dozen miles of dotted road rising to nearly 2000 feet promised just the sort of "tight section" that was desired. Subsequently, a crossing was made on a 20-year-old, two-stroke motor-cycle, but the Powers prudently ruled the surface to be too tricky for foreigners. Truth to tell, there was more bog than track for a good quarter of the distance. So the thing went into the mental ice-box and was later included successfully in a northern Welsh trial. Since then, tyre marks have become more frequent and are providing drainage channels uncovering the old, hard undersurface. The reeds, the moss and the bracken are being discouraged. At no cost to anybody, an ancient highway is being kept (more or less) open which in a few more years would have disappeared altogether. I'm dying to borrow a "Special", and see how practicable the full crossing is for four wheels. In the meantime, let it be remembered that the search for new hills need not be limited to the banks of gravel pits, rubbish tips, and the edges of sewage farms. The "One-inch" maps are sprinkled with old roads waiting to be re-explored and possessing the virtue of really going somewhere.

**A**UTOSPORT took four days to reach me here, but a belated correction is better than none at all. In the account of M.G. day at Silverstone, M. L. Towner is given credit for second place in the 25-lap handicap event which wound up the session. Actually Ted Lund had taken back the wheel of his Stage 11 TD for this event and it was he who ranked as runner-up to Mitchell's extraordinary PA model. Towner was being given his baptism of racing by Ted on that occasion and acquitted himself well in the Novices Race. Facial identification was getting pretty difficult by the end of the afternoon. Most people looked as if they'd just been down the mine daddy.

**F**OR the next adjustment I am not to blame. No name is more frequently mangled than that of Howorth—or is it Haworth—or Howarth? Anyhow his Christian name is Hugh which certainly doesn't start with a capital F! Hugh (among the barrels) Howarth takes his racing very seriously and did a spell at the Jaguar works before taking delivery of his XK 120 which is one of the quickest in the country. As a result it needs a spot of panel beating from time to time for every last one of those horses has to get busy when master cracks the whip. Incidentally Hugh probably possesses one of the largest collections of brake drums in the country.



# RECORD 'BRAKING!'

For his brilliant record runs at  
Bonneville Salt Flats

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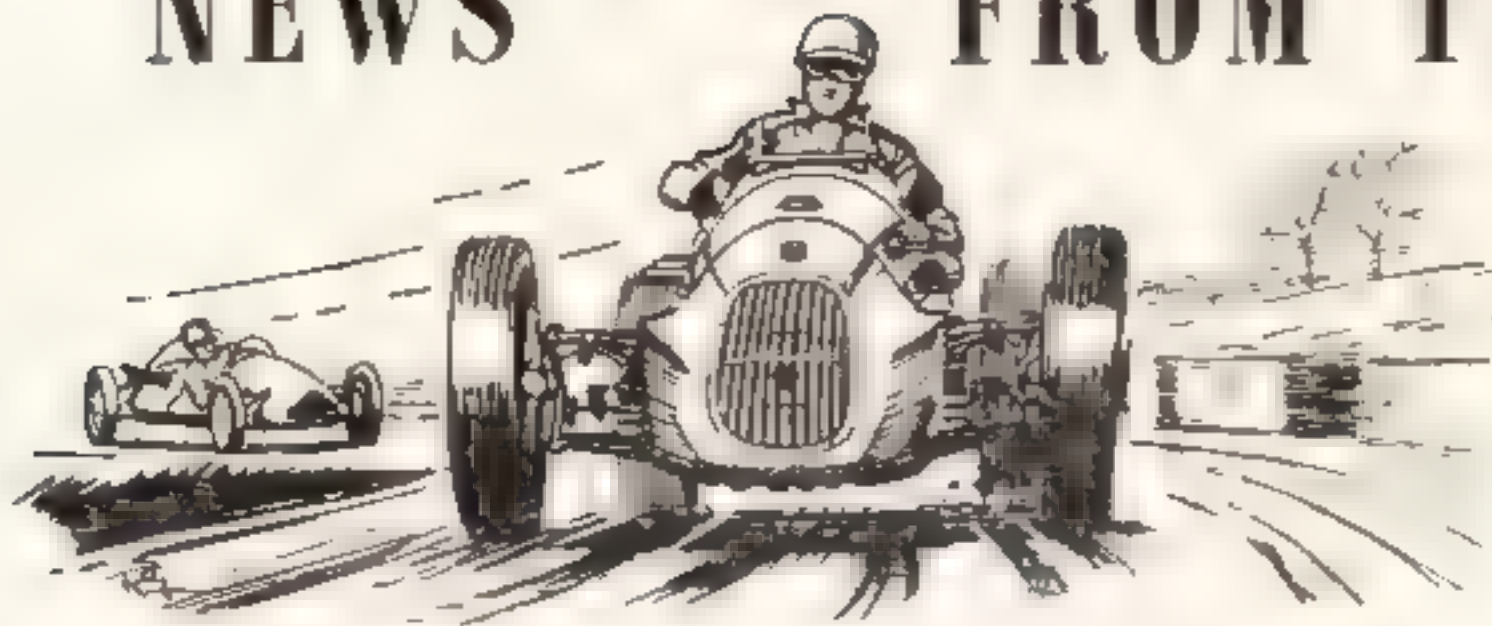


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## NEWS

## FROM THE CLUBS



## SOUTH-WESTERN B.A.R.C. TRIAL

THE B.A.R.C. (S.W. Centre) Day Trial, over a course 75 to 100 miles long takes place on 2nd September, starting from Petersfield. This invitation event is suitable for all types of production cars, and regs. are available from S. A. Faulkner, at 113a, London Road, Waterlooville, Hants.

## SOUTHSEA SEPTEMBER SPRINTS

REGULATIONS will be issued shortly by the Southsea M.C. for their second Goodwood sprint meeting, which will take place on 15th September. Hon. Sec. is W. Latter, 16 Romsey Avenue, Fareham, Hants.

## CITROËN SOCIAL RUN

STARTING on Wimbledon Common at 10 a.m., the Citroën C.C. have a social run booked for 2nd September open to all members, prospective members and all friends. A fortnight later, members will take part in the A.C.O.C. driving tests at Redhill, Surrey. In October, a night reliability trial is mooted; date to be announced later. The Gen. Sec. of the Citroën Club is John B. Layton, 103 Kingston Hill, Surrey.

## CASTLE COMBE ON 6TH OCTOBER

THE Bristol M.C. and L.C.C. are holding their National Race Meeting for sports and racing cars on the 1.8 mile Castle Combe circuit on Saturday, 6th October. The programme consists of a Formula 3 event in two 7-lap heats and a 10-lap final, a 20-lap race for racing cars up to 1,500 c.c., and 10-lap races for racing cars up to 2,500 c.c., *formule libre*, up to 1,500 c.c. sports cars and over 1,500 c.c. sports cars. First race is at 1.30 p.m.

Practising will take place between 9.30 a.m. and 12.30 p.m. of race day, and scrutineering begins at 8 a.m. Closing date for entries is Monday, 17th September, and Secretary of the Meeting is C. B. Salter, 25 Cotham Road, Bristol, 6.

## NORTHERN ALVIS MAIN ROAD TRIAL

THE Northern Section of the Alvis O.C. will hold a closed invitation Main Road Time Trial of about 60 miles with simple acceleration and/or braking tests *en route* on Sunday, 16th September. The start, at Whalley, Lancs, will be from 2 p.m. Members of the Alvis 12/50 Register, The Bentley Drivers' Club and The Lagonda Register have been invited to compete. Entries close on 8th September, and should be sent to A. Ellison, Rylstone, Earnsdale Avenue, Darwen, Lancs.

## MENDIP PETIT PRIX

THE Bristol Motor Cycle and Light Car Club's Mendip Petit Prix is a unique event. Up to last year it carried the title of "Grand Prix" but in deference to the R.A.C., who felt that the term abused the "*grand épreuve*" designation, it was accordingly reduced in stature.

Dick Caesar's brain conceived the event, which until last year was run over a five-mile triangular circuit on little-used roads in the Mendips. With the advent of the Castle Combe Circuit the venue moved there and a repeat is scheduled for 15th September next.

Briefly, the plot requires a set distance at a comparatively low average speed but the main object is to carry out about a dozen detailed pit-stops during the "race". The pit-stops include plug replacement, wheel changing and taking on a couple of gallons of petrol, all these operations being stopwatch timed. The lowest aggregate time together with the maintenance of the set average speed decides the winner.

Any type of car is eligible and a Le Mans start is used. Over the years a multitude of time-saving devices have been evolved, though freak appliances, such as the normal house tap once introduced by a competitor for radiator drainage, are discouraged.

With the Mendip Petit Prix, tomorrow's Naish Speed Hill-Climb, Driving Tests at Wickwar, Glos. on 8th September and the Castle Combe National Race Meeting on 6th October, the organizers are working at some considerable pressure, but they seem to like it that way down at Bristol.

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

## ALVIS 12.50 REGISTER

IT is not generally known that an Alvis 12/50 Register is in existence, for owners of Alvis cars manufactured prior to the Motor Show of 1932; i.e., the 10/30, 11/40, 12/40, 12/50, 12/60, 14/75 and Silver Eagle models. The Alvis Register is now three years old, and maintains friendly relations with the Alvis Owners' Club, which caters for all ages of cars. While no question of a merger is contemplated between the two bodies, it is proposed to hold one joint event annually.

The Register hold a monthly "get together" meeting, September's function being due on the 19th at the Albert Hotel, Kingston Hill, Surrey, at 7.30 p.m. Unofficial area organiser is N. H. Johnson, of 399 Ley Street, Ilford, Essex, who is planning a Rally and Driving Tests at Abridge Airfield, near Chigwell, Essex, on Sunday, 9th September. This meeting is to be run on friendly and informal lines, and any vintage Alvis owner and friends will be most welcome.

Register strength is now near the 250 mark, and the Registrar is P. R. Quiggin, 6 Grantham Road, Cambridge.

## ALVIS REGISTER (MIDLANDS)

THE Midlands Centre of the Alvis Register will hold a "Noggin and Natter" at the Punch Bowl Hotel, Warwick, on Friday, 14th September, from 7 p.m. onwards. Members, friends and others interested are welcome.

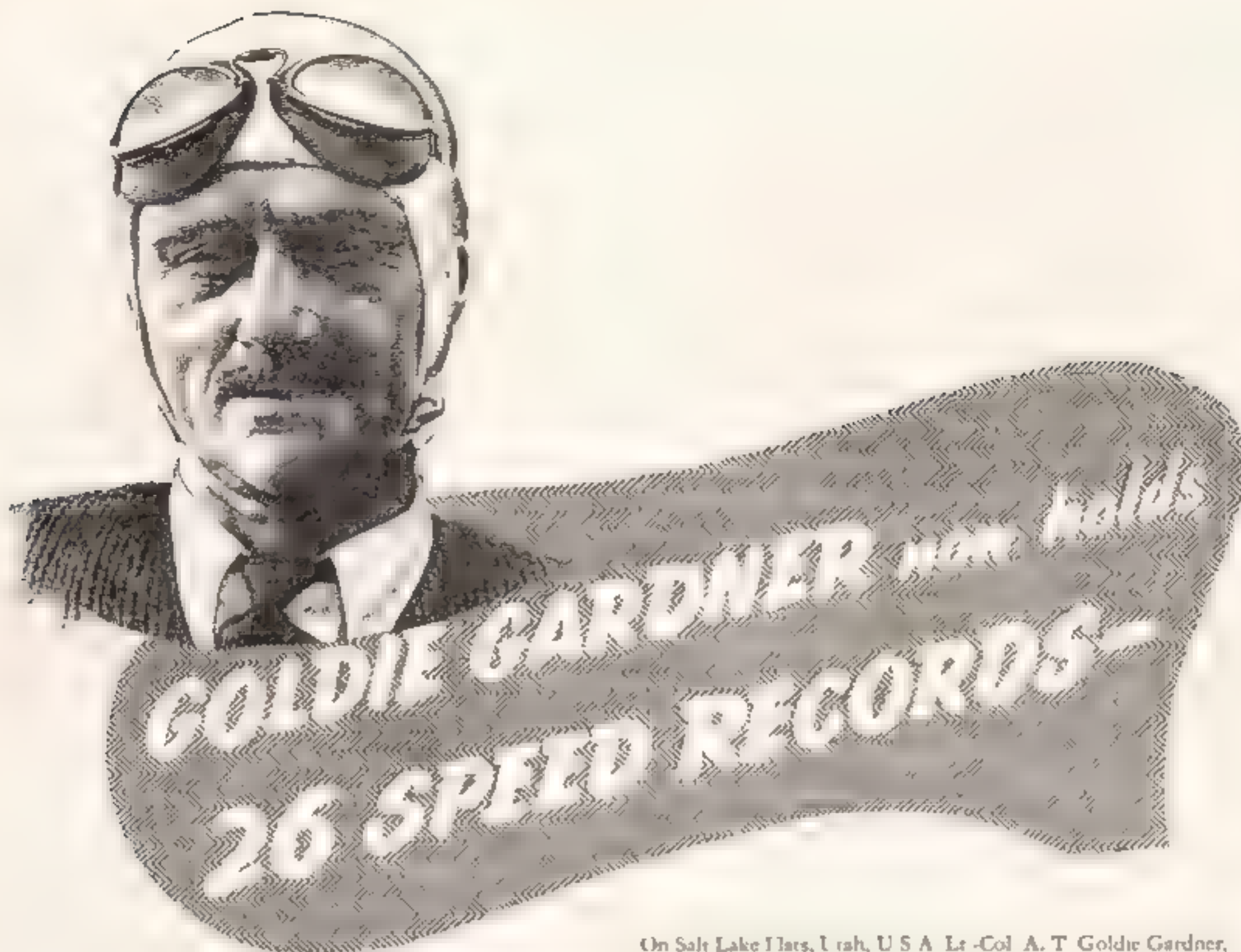
## BERKHAMSTED M.C. AND C.C.

CONFIRMED results for the recent Speed Trials at Tewin Water show that J. W. Broad (single-seater 747 c.c. Austin) gained the award for Vintage Racing Cars, with a time of 16.1 secs., and not A. S. Raven (Bugatti).

## SPEED TRIALS IN CO. WICKLOW

TOMORROW, 1st September, the Irish Centre of the M.C. Car Club are holding speed trials over a half-mile stretch of the promenade at Bray, Co. Wicklow. Members and non-members will compete, and no fewer than 17 classes are included, six of them handicapped, five scratch, and one for pre-1921 veteran cars. The event begins at 3 p.m.





On Salt Lake Flats, Utah, U.S.A. Lt.-Col. A. T. Goldie Gardner, driving his Record M.G. Car broke Six more International Speed Records in International Car Class 'F' (1,100—1,500 c.c.) A standard M.G. 'T.D.' engine as fitted to production sports cars was used.

## **ALL ACHIEVED WITH**

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## News from the Clubs—continued

## V.S.C.C. PRESCOTT HILL-CLIMB

(Saturday, 18th August)

## RESULTS

Best Time of Day: P. J. Stubbfield (2.26) Bugatti S1, 49.17 secs.

2nd B.T.D.: J. M. Perkins (1.95) Bugatti S1, 49.97 secs.

Class Results, Sports-Cars, 1,101-1,500 c.c.: 1. D. Elwell-Smith (1.49) Aston Martin, 56.41; 2. M. S. Georgehan (1.49) Frazer-Nash, 56.43; 3. J. W. E. Edgar (1.49) Alvis, 60.04.

Sports-Cars, 1,501-2,000 c.c.: 1. J. K. Blamey (1.94) Lagonda, 76.36 secs. (only starter).

Sports-Cars, 2,001-3,000 c.c.: 1. J. G. Vessey (2.47) Lancia, 58.59; 2. K. B. Salmon (2.46) MG, 60.05; 3. F. W. McNaughton (2.91) Sunbeam, 60.65.

Sports-Cars, over 3-litre: 1. V. Axel-Berg (4.40) Invicta, 54.91; 2. P. J. E. Binna (4.30) Vauxhall, 45.51; 3. T. B. Webb (4.22) Vauxhall, 55.61.

Sports-Cars, unpercharged: 1. H. M. E. C. Green (1.27) Bugatti, 54.2; 2. A. K. Jones (1.27) Bugatti, 54.2; 3. J. L. A. Mac (1.27) Bugatti, 54.2.

Edwards-Cars (Handicap): 1. G. N. S. 54.2; 2. A. K. Jones 54.2; 3. J. L. A. Mac 54.2.

Sports and Racing Cars, up to 1,100 c.c.: 1. J. W. Broad (1.47) Austin S1, 51.76; 2. H. A. Richards (1.47) Riley, 52.06; 3. L. Gibben (1.48) Riley, 53.68.

Racing Cars, 1,101-1,500 c.c.: 1. A. Oaken-Richards (1.49) Teletank Sol. S1, 44.06; 2. R. M. D. (1.49) Teletank Sol. S1, 50.16; 3. M. J. C. (1.49) Teletank Sol. S1, 50.16.

Racing Cars, 1,501-2,000 c.c.: 1. M. Perkins (1.47) Bugatti, 54.2; 2. A. K. Jones (1.47) Bugatti, 54.2; 3. J. L. A. Mac (1.47) Bugatti, 54.2.

Racing Cars, 2,001-3,000 c.c.: 1. P. J. Stubbfield (2.26) Bugatti, 54.2; 2. J. L. A. Mac (2.26) Bugatti, 54.2; 3. J. L. A. Mac (2.26) Bugatti, 54.2.

Racing Cars, over 3-litre: 1. P. J. E. Binna (4.40) Invicta, 54.91; 2. V. Axel-Berg (4.40) Invicta, 54.91; 3. T. B. Webb (4.22) Vauxhall, 55.61.

Racing Cars, 4-litre and over: 1. P. J. E. Binna (4.40) Invicta, 54.91; 2. V. Axel-Berg (4.40) Invicta, 54.91; 3. T. B. Webb (4.22) Vauxhall, 55.61.

SUNBAC AT SILVERSTONE  
TOMORROW

**TOMORROW**, 1st September, the third Silverstone race meeting organized by Sunbac will take place, beginning at 1 p.m. Seven invited clubs will join Sunbac members in a total of seven events, including an 8-lap 500 c.c. race, a 4-lap "750 Formula" race, two 4-lap races for Jaguar and MG cars respectively, and 4-lap races for small and large sports-cars and an all-comers' handicap.

## WEST HANTS KNOTT CUP TRIAL

**REGULATIONS** have been issued by the West Hants and Dorset C.C. for their 11th Knott Cup trial, which takes place on Sunday, 23rd September, over a 10-mile course on Wool Heath, near Bovington Camp, Dorset. The course will be traditionally difficult, but Leslie Onslow-Bartlett, who usually arranges the route, has been asked not to have anything steeper than perpendicular! The "feet and inches" method of assessing hill performance will again be used. Start and finish will be at Bovington Military Camp, first car leaving at 12.30 p.m. Secretary of the meeting is R. R. Mountford, 608 West Cliff Road, Bournemouth.

SOUTH CAERNARVONSHIRE M.C.  
PROGRESS

**WITH** a membership now standing at 84, and with 100 as the aim before the November A.G.M., the S. Caernarvonshire Club now issue a monthly newsletter to keep members informed on club affairs. They plan a Noggin and Natter on 22nd September at the M.M.E.C. party in the West End Hotel, Pwllheli, and thereafter on the last Thursday of each month at the Ship Hotel, Llanbedrog.

On 6th-7th October the Club will hold a Night Navigation Birthday Rally, starting midnight Saturday from optional points at Criccieth or Rhyl and finishing for breakfast at Criccieth, followed by special tests. Invited clubs are Rhyl, Severn Valley and the M.M.E.C.

## DEVON TRIAL

**THE** Taunton M.C.'s Mullins Cup Trial is to be held on Sunday, 9th September, starting from the Carew Arms, Crowcombe (just off the main Taunton to Minehead Road). The start is at 2.0 p.m. and the course, which includes seven entirely new hills, will be less than 20 miles in length. Enquiries for this event should be made to L. Tolman 4 East Reach Hill, Taunton.

AMERSHAM CONCOURS  
D'ELEGANCE

**SUNDAY'S** Amersham Concours d'Elegance (organizers the Chiltern Car Club), which commences at 2.15 p.m. in the High Street of Old Amersham, will mark the very first official appearance of the new model 4.6-litre Bentley, which has been entered for this event by Ken Hutchison. The next appearance of this model will be at the Paris Show. Over 50 entries have been received for the Concours, including Rolls-Royce, Bentley, Alfa Romeo, Alvis and Jaguar cars, plus many interesting vintage and veteran machines.

## SHENSTONE RALLY TO BUNTON

**ON** Saturday, 13th October, the Shenstone and District Car Club are holding a Rally to Bunton, Derbyshire, from starting points at Shenstone (near Lichfield Staffs) and Penistone, Yorkshire. A Concours d'Elegance will follow on the Sunday, open to competitors starting the Road Section of the Rally.

Apart from members of the organizing club the following clubs have been invited to compete: Hagley and District, Lancs and Cheshire, Leics, Midlands Motor Enthusiasts, Pathfinders and Derby and Vintage S.C.C.

The course is approximately 200 miles in length, over normally surfaced public roads. No "trials" sections have been included. The rally is suitable for any normal type of vehicle including family saloons. Special tests will take place immediately on arrival at the finish at Bunton.

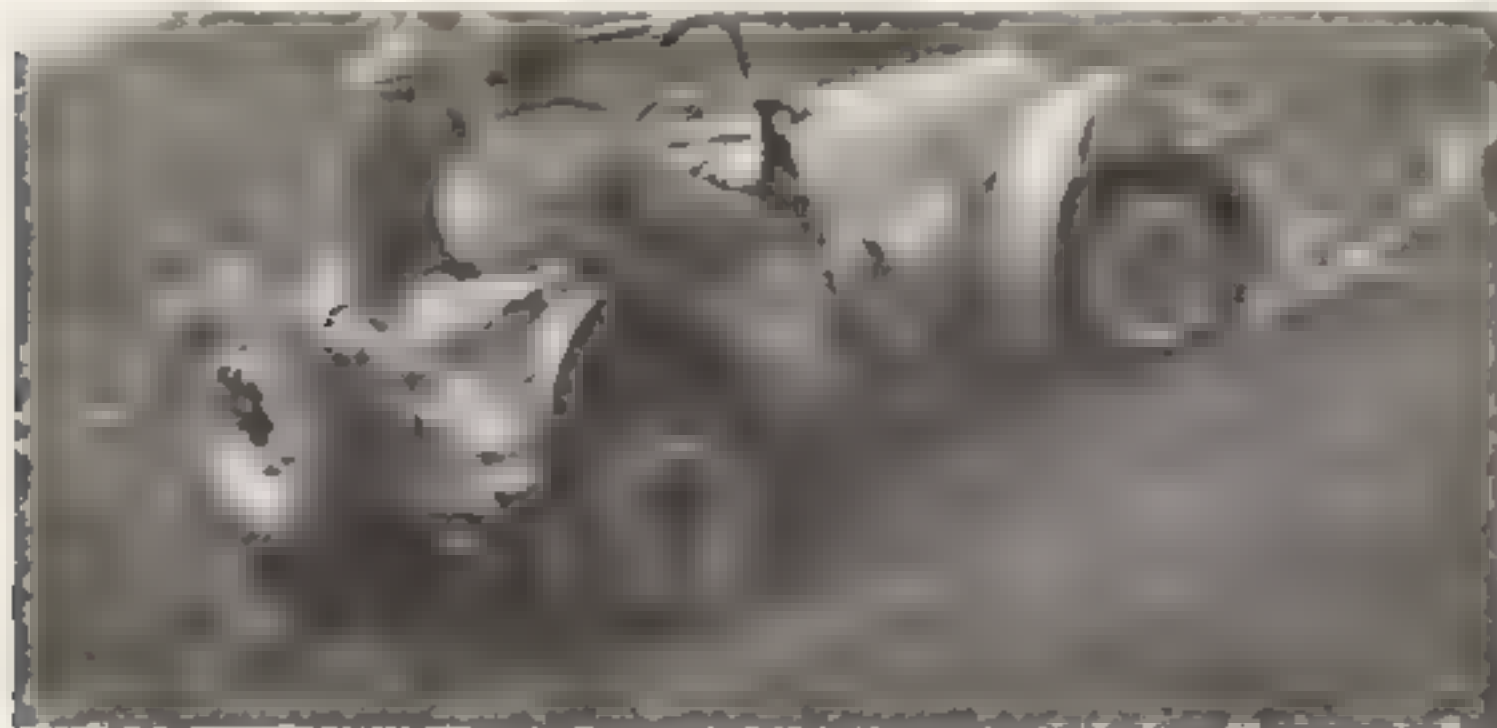
**Entrants** restricted to 100, will close on 30th September, and are divided between open and closed cars, making six classes in all. Various awards have been arranged including one for the best all-Female Crew, best chain-driven Frazer-Nash and best passenger.

Details may be obtained from M. F. Finemore, of The Lodge, Lichfield Road, Doe Bank, Sutton Coldfield.

## "REGAL" TRIAL

**THE** Rhyl and District Motor Club will be running their "Regal" Car Trial this year, in conjunction with the Lancs and Cheshire Car Club, on Sunday, 30th September. This event will follow on the "Lakeland 300" Rally, organized by the latter club. Invited clubs for both events are: Sheffield and Hallamshire, Yorkshire S.C.C., N.W. London M.C., M.G. (N.W. Centre), Sunbac and the Lancashire A.C.

"Regal" regulations are now in the possession of the Hon Secs. of each invited club, and prospective competitors are requested to contact their club secretaries direct. Should regs. not be available from this source, enquiries should be sent to Ken Drinkwater, Competition Secretary, Rhyl and District Motor Club, "Kinver", Min-y-Don Avenue, Old Colwyn.



**BACK TO THE LAND:** With 1951 racing now in its fourth quarter, Autumn ushers in another British trials season, when "specialists" of a different kind put their skill on the countryside's sharper, slimmer grades.



# Book Review

## The World's Land Speed Record.

Author : W. Boddy.

Size: 8½ ins. x 10½ ins., 30 pp., 31 illustrations.

Publishers : Motor Racing Publications Ltd., 81A Gray's Inn Road, London, W.C.1.

Price : 7s. 6d.

A BOOK we have been promised by Motor Racing Publications Ltd., these past three years at least, has appeared at last, and W. Boddy's story of the World's Land Speed Record is now available. The subject, intensely absorbing, begins in the last two years of the 19th century, when the Comte de Chasseloup-Laubat and Camille Jenatton fought to exceed the magic "mile-a-minute" in their electric vehicles at Achères, and ends, 21 pages later, with John Cobb's 1947 record of 394.196 m.p.h. set up on the Bonneville salt flats with the world-famous twin Napier-engined Railton.

In this book you can read something of the Mors and Darracqs, the steam car efforts of Serpollet and Stanley, of Hemery and the giant Benz, of the Sunbeam record-breakers, Parry Thomas's "Babs", Campbell's various "Bluebirds", Frank Lockhart's Stutz and the White "Triplex", of Capt. Eyston's monstrous Thunderbolt and Cobb's beautiful Railton. You can also read something of the endless hunt for better courses as speeds rose, and the problems the drivers and technicians faced in their quest for more and more m.p.h., but quite obviously there is more to be said on so wide and enthralling a subject. W. Boddy, restricted to so few pages, has had to leave it unsaid, yet he might have included a table of the records achieved since the first holder, "La Jamais Contente" did 39.24 m.p.h. in 1898, while it would have been nice to see a foreword by a record-holder, say John Cobb or George Eyston.

Thanks to Charles Lytle of Pennsylvania, U.S.A., the book contains many fine photographs never before published in this country. The promise, once made by the publishers, that every record-holding car would be illustrated, is unfulfilled, while some of the pictures showing cars which did not set up new land-speed figures, although of interest, seem mildly irrelevant in so compact a work. Numerous typographical errors mar both the text and the captions, the Comte de Chasseloup-Laubat and Demogeot the Darracq man being particular sufferers. Such slips, unimportant in a less serious work, should surely be avoided in a book on an historic subject.

As a motor-racing "Scrapbook" at only 7s. 6d., this is certainly an informative and interesting one; but, no thanks at all to the pestilential paper problems of the day, a full history of the Land Speed Record remains unwritten.

C.P.

## MOTOR-CYCLE T.T. BOOK REPRINTED

THE great demand for the Castrol book—*The T.T. as Geoff Duke Sees It*—exhausted supplies within a few days of publishing. The book, we now learn, has been reprinted, and copies are again available on request to C. C. Wakefield & Co. Ltd., Grosvenor Street, London, W.1.

## "GOLDIE" GARDNER



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RECORDS FOR BRITAIN  
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**British Empire Trophy, Isle of Man 1951**

**Lap Record at 1951 Le Mans at 105.24**



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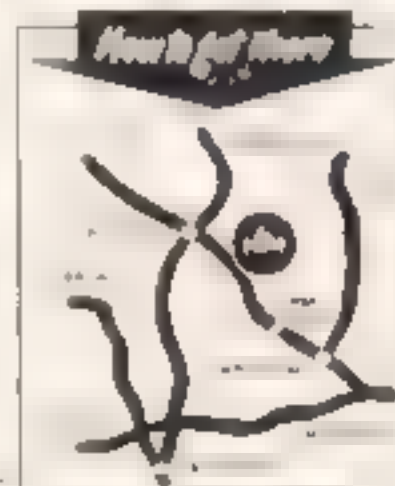
The track is two miles south of Farnham on the  
London-Maidstone Road (A20). 1/2 Green Lane, 203 from Victoria, or  
Nos. 21 and 178 Buses from Swanley  
Junction (S.E.)

Note: Admission prices now reduced

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children 1 -

ample parking  
arrangements

cars 5 -  
motor cycles 2 -  
cycles 1 -



**Next Meeting: Sunday, Sept. 9 at 2 p.m.**

# CLEAN HANDS?



Greasy, grimy, pore-clogged hands cannot be  
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# ACCENT ON FUEL CONSUMPTION

## 750 c.c. Renault Wins The Third Annual Cheltenham Rally

**T**his year's Cheltenham 500 Miles Rally was unique in that it was the first serious and large scale event run with fuel consumption as one of the most important factors determining the results.

The first car was despatched from the start in Cheltenham at 6.30 p.m. on Friday evening, 24th August, the 44 entrants following a route over normal roads to Haverfordwest, where fuel could be taken on. The tank fillers and bonnets of cars were sealed at the start and could only be opened at the refuelling points at Haverfordwest and Llandudno. At the latter point, reached during a night drive, competitors were given a very excellent welcome by the town, street lights were left on and snacks and warm beverages supplied.

Only three competitors failed on the road section, and a number lost marks through lateness at control points due to failure to maintain the 30 m.p.h. average speed required.

A number of the later cars were held up in the Worcester area by heavy morning traffic, and these had to press on to make the control point at Chedworth in time at Chedworth airfield. A top gear acceleration and standing quarter mile-cum-brake test were held. Best time of 6.6 secs. in the top gear acceleration test over 100 yards from a 25-yard start was made by J. D. Sleeman in a Mercury coupé. In the quarter mile sprint and brake test, J. Lowrey (Morgan "Plus Four") was best with a time of 21.2 secs.

From Chedworth, competitors returned to Cheltenham for an elimination test round pylons, and then to the fuel checking station. Here some astonishing figures were returned, based on the official route mileage of 490. Best fuel consumption was returned by Col. Lucy's 750 c.c. Renault with 62.6 m.p.g., followed by J. Readings's Morris Minor with 57.0 m.p.g. Other outstanding averages were J. D. Sleeman's Mercury V8 with 31.1 m.p.g., N. J. Ebdon's Humber Hawk, 32.2 m.p.g., T. Beckingham's Vauxhall Wyvern, 44.2 m.p.g. and J. Lowrey's Morgan, 38.6 m.p.g.

Final results, based on a formula taking into account fuel consumption, passenger space (for 4-seaters only) and time taken in tests, plus any time lost at check points, were announced on Saturday evening at an enjoyable party held at C.M.C. headquarters at Priory Lawn. The success of the event was helped by the representative entry, including a strong contingent from the South Wales Auto Club.

### RESULTS

**Best Performance, Best Fuel Consumption:** Col. C. J. Lucy (750 Renault) (62.6 m.p.g.), 55.8.

**Second Best Performance:** J. Readings (Morris Minor), 52.6.

**Class 1.—1st Class Award:** E. D. Barnfield (Hillman Minx), 42.5.

**Class 2.—Best Performance:** N. Ebdon (Humber Hawk), 48.7.

**1st Class Awards:** Bob Foster (Javelin), 43.2; H. Mitchelmore (1,500 Singer), 39.5.

**Class 3.—Best Performance:** C. M. Walker (Daimler Consort), 33.0.

**Class 4.—Best Performance (under 1,500 c.c. 2-seater):** J. Brown (H.R.G.), 29.9.

**Class 5.—Best Performance (over 1,500 c.c. 2-seater):** J. Lowrey (Morgan "Plus Four"), 30.2.

**Best Lady Crew:** Miss M. Pearson (Austin 8), 36.0.

**Team Prize:** Renault Team (Higgins, Lucy and Bowles).

### CENIAN SEPTEMBER TRIAL

**T**he Cenian M.C.'s closed Presidents' Cup Trial to be held on Sunday, 16th September, will have two starting points, for those living south of the Thames, the Mitre Hotel, Hampton Court, and for those to the north, The Middlesex Arms, Bignells Corner, Barnet by-pass. Starting time is 11 a.m., mileage will be the same in each case and competitors will proceed via a control to the lunch stop at The White Horse, Safford, Beds. The afternoon will be spent in a series of driving tests at a venue to be disclosed at the start and the route should be quite suitable for saloon cars. Regs. will be distributed shortly.

### GOSPORT SEPTEMBER SPRINT

**S**UPPLEMENTARY Regulations for the Gosport A.C.'s closed speed trials on 16th September are now available. The course, a quarter mile in length, has been well spoken of by competitors in previous events, and has, indeed, been referred to as one of the finest sprint courses in Southern England, and certainly the best quarter mile. It comprises a stretch of the Flight Test Road, R.N.A.R.Y., at Fleetlands, Gosport, is 20 feet wide, and with concrete surface.

Entries, limited to 100, encompass closed and sports cars of all sizes, and racing classes from "500s" to over 2-litres. Anyone desirous of competing who is not a Gosport A.C. member should contact the Hon. Sec.: A. A. Ards, of 6 Testcombe Road, Gosport, Hants. The meeting begins at noon.

### VETERAN C.C. (MIDLAND SECTION)

**H**ON. SEC. of the newly formed Midland section of the Veteran Car Club is R. E. Green, of The Parade, Moseley, Birmingham.

### COMING ATTRACTIONS

**September 1st.** Brighton and Hove M.C. International Speed Trials, Madeira Drive, Brighton. Start 9.30 a.m.

Sunbac Race Meeting, Silverstone. Start 1 p.m.

Lancashire A.C. Davis Trophy Trial, E. Lancs, Start, Five Barred Gate Hotel, Samlesbury, 1 p.m.

Bristol M.C. and L.C.C. Naish Hill-climb. Start 2.30 p.m.

M.G.C.C. (Irish Centre) Speed Trials, Bray Promenade, Co. Wicklow. Start 3 p.m.

Scottish S.C.C. Race Meeting Turnberry Airfield, Ayrshire. Start 2.30 p.m.

**September 2nd.** Bari Grand Prix, Italy (F.1).

Karlskoga Circuit Race, Sweden (F.3).

Tenby M.C. Lydstep Hill-Climb. Chiltern C.C. Amersham Concours d'Elegance, 2.5 p.m.

V.C.C. of G.B. (N.I.) Seaton Hall Scarborough Rally. Start Ferensway, 10 a.m.

Mid-Chester C.C. September Trial (C.I.). Start 11 a.m., "White Barn Hotel", Cuddington, near Northwich.

Newcastle and D.M.C. Rally. Start 10.30 a.m., Aulton Bar Hotel, Ponteland Road, Newcastle-upon-Tyne.

Cornwall Vintage C.C. Rally and Driving Tests, Davidstow Aerodrome, near Camelford, N. Cornwall. Start 2 p.m.

**September 5th.** Hagley and District C.C. Trial. Start Marlbrook Hotel, near Bromsgrove, 6.30 p.m.

**September 6th.** N. Cornwall M.C. Trial. Tenby M.C. and L.C.C. 50-miles Speed Race.

**September 6th-16th.** Berlin International Motor Show, Germany.

### CLUB FIXTURES

**Bentley D.C. (Mid-West)**—Norton and Nutter 18 September. The Phoenix, Bury, Wiltshire, 6.30 p.m.

**Morgan Three-Wheeler Club (S.E. Group).** Monthly Meeting 1st September. Crafts Arms, Tottenham Court Road, 7 p.m.

**A.M.O.C.**—Rally and Treasure Hunt, 2nd September, Bletchingley. Start 1.45 a.m.

**Alvin O.C.**—Social Rally, 2nd September, London Airport. Start 11 a.m., Hanworth Park Hotel.

**Half-Litre Club.**—Social Evening and Film Show, 3rd September, Albert Hotel, Kingston-on-Thames.

**Cenian M.C.**—Club Night, 6th September, Lotus Restaurant, Norris Street, S.W.1. 9 p.m. onwards.

**Vintage S.C.C.**—"First Thursday" Meeting, 6th September, Phoenix Hotel, Hartley Wintney, Hants.

**Aston Martin O.C.**—"First Friday" Meeting, 7th September, Lamb and Flag, James Street, W.1.





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### The Six Hours Relay Race—continued from page 275

(183+6), 11. Aston Martins (176+12), 12. Cooper Sports (174+14), 13. Bentley D.C. (163+25), 14. XK 120 (187+0), 15. Sporting O.D.C. (167+25), 16. Formula Austin, Northern Area (137+48), 17. Sunbac XK 120 (184+0), 18. TD M.G.s (166+18), 19. Formula Austin, Midland Area (135+48), 20. D.I.S.S. Delage (134+48), 21. Berko (146+34), 22. Formula Austin, Western Area (131+48), 23. Southsea M.C. (150+28), 24. Formula Austin, Southern Area (130+48), 25. Bucklers (149+28), 26. Formula Austin, Hogs Back Area (127+48), 27. Abingdon Irregulars (146+28).

Retired: TC M.G.s (after 140 laps).

Winning Team's Average Speed: 66.5 m.p.h.

### AUSTIN FORMULA EVENT (Run concurrently)

1. London Area (L. C. West, H. E. Perry, D. Bukin, S. G. Marier, E. de Vadder, L. H. Heyward, 145 laps.

2. Northern Area (Reg Phillips, C. D. Finney, C. C. Robinson, C. K. W. Schellenberg, G. R. Gahagen, D. Rees), 137 laps.

3. Midland Area (A. R. Morton, P. Allen-Asquith, A. J. Pinfold, R. Hall, J. Peatfield, K. P. D. Stanton), 135 laps.

4. Western Area (D. V. Cross, J. E. Hutton, K. Webb, R. H. Grimsley, K. S. and D. M. Jeffery), 131 laps.

5. Southern Area (D. S. Adamson, U. N. Hood, C. B. Corner, M. R. Cannon, W. B. Sessions, D. Baldwin), 130 laps.

6. Hogs Back Area (R. D. Russell, A. Gualtieri, R. W. Hogg, S. J. Tovey, J. D. Riddle, E. G. Vaughan), 127 laps.

### RALLYE "TEUF-TEUF"

THE Paris Rally of the Veteran T.C.C. of Great Britain was an outstanding success, and the 17 entries had a rapturous reception from the French crowds, particularly as they motored up the Champs Elysee. Local newspapers described the event as the Rallye Teuf-Teuf, and expressed amazement at veterans which could average 22 m.p.h. on French roads.

Unhappily, Fitzpatrick Douglas's car was rammed by a lorry on the return journey between Boulogne and Calais and wrecked. Mr. Douglas was taken to hospital, and his passenger, H. Scott escaped with bruises.

### THE KLINGER BOOK OF JOINTINGS

A USEFUL book for the many motor enthusiasts who carry out their own repairs and maintenance is available from Richard Klinger Ltd., of Klingerit Works, Sidcup.



Kent. It contains details of the concern's many products such as cylinder-head gaskets and sheets, general purpose jointing, interlays, etc.

### News from the Clubs—continued

#### BRIDLINGTON INVITATION RALLY

ON 15th and 16th September next the Bridlington and District M.C. are holding an Invitation Rally event. Starting points will be Bridlington, Darlington, Manchester and Sheffield, and the route leads via Ilkley, then to Lime Kiln Lane, Bridlington and the finish. The following clubs will compete: Yorkshire S.C.C., B.A.R.C. (Yorks), Lancs A.C., N. Midland M.C., Darlington and District M.C., Lancs and Cheshire A.C. and the organizers, the Bridlington and District M.C.

#### THE DAVIS TROPHY TRIAL

THE Lancashire A.C.'s annual Davis Trophy Sporting Trial takes place tomorrow, 1st September. This event, which is eligible for the B.T.D.A. star and the R.A.C. Trials Championship, is divided into two classes, one for normal sporting vehicles and the other for trials specials. The route covers approximately 60 miles of East Lancashire, and the trial begins at 1 p.m. from the Five-Barred Gate Hotel, Sarnesbury, which lies between Preston and Blackburn. Finish is at Gisburn, near Clitheroe, at the Stirk House Hotel.

#### SECOND "VINTAGE" PRESCOTT

THE Vintage S.C.C. are holding a second Prescott hill-climb this year on 23rd September, and Regulations and entry forms for this meeting are now available. It is open to members of the

V.S.C.C. driving vintage, historic and other cars accepted for driving membership.

All classes are divided into two groups: "A", Sports and "B", Racing.

Entries will be limited to approximately 70 cars, all of which will have two runs. Closing date for entries is 6th September.

Admission will be free to members and friends, but there is a charge for car parking. Tickets are not required. The meeting will start at 1 p.m. and time for practice will be 9 a.m. to 12 noon.

The V.S.C.C. are also holding their Welsh Rally on 6th and 7th October. This event is open to members and associate members driving Vintage or Edwardian cars. The rallying point is the Radnor Arms, Presteigne, Radnorshire, to which the cars will proceed on the 6th (Saturday) and marks will be allotted on the basis of mileage covered between 10 a.m. and 6 p.m.

On the Sunday there will be an Appearance Competition and Hill-Climbing Test for the Edwardian cars and a 35-mile Reliability Trial for the Vintage Cars.

Entries close on 22nd September, and are limited to 50.

The Secretary of the V.S.C.C. is T. W. Carson, Mellah, Pack Lane, Kempshott, Basingstoke.

#### GOODWOOD, 29th SEPTEMBER

THE B.A.R.C. announce that the dropping of a 500 c.c. race at the International meeting on 29th September, is due to pressure by sports-car owners to be included in an International "Goodwood". The club state that Formula 3 events will be staged at future events, according to the programmes to be decided. Next season, £500 in prize money will be available for the International Trophy race. Nevertheless, it is a great pity that the 500s will not appear at what is regarded as one of the B.A.R.C.'s major meetings.

#### RAIN SPOILS CUMBERLAND RALLY

THE Cumberland Sporting Car Club's Festival Rally on 27th August began in the best of weather, but by midday and the start of the gymkhana the weather, to put it mildly, was very wet. R. Dickson proved to be winner of the event with his Silverstone Healey, and second came G. Frankland's PB M.G. An A90 Austin, handled by J. Rickerby, was third.

E. Moffitt (Singer) did some outstanding driving in the gymkhana, in which Tremain's 1927 Frazer-Nash and Shephard-Walwyn's 12-50 Alvis represented the Vintagers.

#### HAGLEY EVENING TRIAL

THE Hagley and District Light Car Club's Evening Trial, on Wednesday, 5th September, begins at 6.30 p.m. from the Marlbrook Hotel, near Bromsgrove.



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